



RULES AND RACE PROCEDURES 2026

1. SERIES GENERAL.....	3
1.1 RACING CATEGORIES.....	3
1.2 RACING LICENSES AND LIMITATIONS.....	4
1.3 RACES.....	4
1.4 POINTS CALCULATION.....	4
1.5 ENTRY FEES AND PRIZE MONEY	6
1.6 BALTIC DRAG RACING WORK GROUP	6
1.7 ORGANIZER INFO.....	7
2. RACE PROCEDURES.....	7
2.1 GENERAL UNDERTAKING	7
2.2 BALTIC SERIES COMPETITION NUMBERS.....	7
2.3 TOW VEHICLE.....	8
2.4 TWO-WAY RADIO COMMUNICATION.....	8
2.5 WARM-UPS.....	8
2.6 CAMERAS AND ON-BOARD FOOTAGE.....	8
2.7 APPAREL	9
2.8 APPEARANCE.....	9
2.9 BURNOUTS.....	9
2.10 PRE-STAGE.....	9
2.11 STAGING.....	9
2.12 QUALIFYING.....	10
2.13 LADDERS.....	10
2.14 SOLO RUNS.....	10

2.15	ALTERNATES.....	11
2.16	LANE CHOICE	11
2.17	EXCLUSION, SUSPENSION, DISQUALIFICATION.....	11
2.18	PENALTIES.....	12
2.19	PROTESTS ACCORDING TO FIA INTERNATIONAL CODES.....	13
2.20	TIMING EQUIPMENT.....	14
2.21	RACE OFFICIALS.....	14
3.	MISCELLANEOUS	15
3.1	INFORMATION LINKS.....	15
4.	Appendix 1.....	16

1. SERIES GENERAL

Baltic Drag Racing Series (BDRS) is an open racing series organized in the Baltic region. The parent ASN of the series is Lithuanian Autosport Union (LASF) who has given promotion rights of the series to EDRA. All supplementary rules and regulations will be created and published by the Baltic Drag Racing work group formed under the promoting body. All racing within this series will be done by following approved Baltic Drag Racing Series rules, Baltic Drag Racing Series Technical regulations, Baltic Drag Racing Motorcycle Regulations, FIA (Federation Internationale De l'automobile) international sporting code and all appendixes, FIA anti-doping regulations is appendix A, FIA Anti alcohol regulations is appendix C, and well-known practice of good behavior. BDRS calendar for each season will be published in Appendix 1.

All rulebooks and regulations must be approved by every race hosting country's ASN and Motorcycle sport federations. Baltic drag racing series official language is English. All official rulebooks, bulletins, appendixes and other series related documentation will be originally published in English language. Translations of the rules set can be published also in hosting country's language. In case of a dispute, the English version of regulations shall prevail.

1.1 RACING CATEGORIES

Cars and dragsters:

- **Baltic Super Street (BSST)** - Heads-Up category for cars, No engine or drivetrain limitation. Class index 10.90 (7,04) sec. Pro tree. Sportsman ladder
- **Baltic B (B/B)** - Heads-Up category for street cars. No engine or drivetrain limitation. Class index 11.50 (7.3) sec. Sportsman tree. Sportsman ladder
- **Baltic PRO (B/P)** - Full-bodied, dragsters, funny cars, altered cars and tube frame cars. No engine limitations. Class index 7.50 (4.50) sec. Pro tree. Pro ladder
- **PRO ET (PET)** - Bracket racing for cars. Elimination indexes between 14.999 to 10,500 sec. Sportsman ladder. Sportsman tree.

Category specifications and break-out indexes below:

CLASS	LADDER	DEEP STAGE	STAGE RULES	TREE	QUAL. BY	Break 1/8	BREAK 1/4	MAX LADDER
Baltic Super Street (BSST)	FIA Sportsman	NOK	NO	Fall 0,5	ET	7.04	10.9	16
Baltic B (B/B)	FIA Sportsman	OK	NO	Fall 0,5	ET	7.3	11.5	16
Baltic PRO (B/P)	FIA Pro	OK	NO	Pro 0,4	ET	4.5	7.5	16
PET (Pro ET)	FIA Sportsman	OK	NO	Fall 0,5	Dial In	9.599 - 6.650	14.999 - 10.500	16

1.2 RACING LICENSES AND LIMITATIONS

- 1.2.1 All competitors must be at least 18 years old and have a valid drag racing license. Licenses must be issued by ASN or a Motorcycle federation of the competitors home country. Every competitor must hold at least a national grade license, which is valid in race hosting countries. Digital licenses are also allowed. The race secretary will check the validity of all competitor licenses using databases or applications provided by every county's ASNs. Copies, receipts or oral confirmations are not proof of the license validity. Valid European Health Insurance Card is recommended to all racers and can also be presented at race check-in.
- 1.2.2 In case of extreme violation of rules, the BDRS Race Director has the right to take away a racers license card and send it together with a full incident report to the issuer for further actions.
- 1.2.3 One driver can enter with one car. Any car can have only one designated driver
- 1.2.4 Athletes holding Russian or Belarusian citizenship are prohibited from participating in BDRS.

1.3 RACES

Baltic Drag Racing Series consists of a minimum of 3 races. All races will be organized in Baltic countries, Estonia, Latvia, Lithuania. Race distance can be ¼ mile (402.33 meters) or ⅓ mile (201.16 meters) depending on the state of the track.

In case the race is canceled due to force majeure, the BDRS organizer has the right to postpone the race and propose a new date

1.4 POINTS CALCULATION

- 1.4.1 Points will be awarded by qualification and elimination rounds results.
- 10 points will be awarded to all drivers, who pass technical scrutineering.

- 10 points will be awarded to all drivers, who have managed to do at least one approved qualification run.
- 50 extra points will be awarded to drivers, who have participated at all Baltic Drag Racing Series events.
- If the event is cancelled before eliminations, all qualified competitors will be awarded 20 points in addition to qualifying points.
- A competitor who is disqualified is awarded all earned points up to the disqualification if not otherwise decided by the International Race Director or Baltic Drag Racing series.
- If the event is cancelled between elimination rounds, all in the ladder remaining competitors will be awarded next round's loser points.

1.4.2 Qualifying positions earn points as follows:

QUAL. POSITION	POINTS
1	25
2	15
3	14
4	13
5	12
6	11
7	10
8	9
9	8
10	7
11	6
12	5
13	4
14	3
15	2
16	1
17-64	0

1.4.3 Elimination rounds points will be awarded as follows:

FIELD SIZE	ROUND 1	ROUND 2	ROUND 3	FINAL R/U	WINNER
2				20	40
4	20			40	60
8	20	40		60	80
16	20	40	60	80	100

1.4.4 All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another.

1.4.5 If more than one competitor should have equal points at the end of series, the finishing order is decided by the following order and rules:

1. Competitor with most wins in events.
2. Competitor with most won rounds at series events.
3. Flip of a coin.

1.5 ENTRY FEES AND PRIZE MONEY

The exact price of entry fees will be defined by the race organizer. Maximum entry fee for one event is 150 euros for pre-registered participants. Entry fee for not pre-registered participants is 200€. Pre-registration will be closed 1 day before race. 50% of entry fee will go to event organizer, other 50% of all series entry fees will be collected to a bank account appointed by the Baltic Drag Racing Work Group. 50% of this collected money will be put to the annual prize fund. The other half of this money will be used for keeping the administration part of the series running and for race winner's trophies. Prize fund will be used to be given out to 3 best racers in every category, at the end of the season.

Collected prize fund will be divided as follows:

3 or more participants :1-st place 50%, 2-nd place 35% and 3-rd place 15%.

2 or more participants: 1-st place 60% and 2-nd place 40%

1 or more participants: 1-st place 100%

Series winners, who participate at least in 2 races, are eligible for annual prize fund.

Baltic Drag Racing Work Group will work hard to find additional sponsors in order to increase the prize foundation even more.

1.6 BALTIC DRAG RACING WORK GROUP

Baltic Drag Racing Work Group is formed by members of every race hosting country representatives. All members must be involved in Drag Racing. Maximum of 2 members of each country is allowed. Consultants can be involved. The work group will hold at least 2 face to face meetings for one year. All other meetings and discussions can be held via e-mail, Skype or any other electronic communication channels available. The work group will elect a work group Chairperson for next one-year period, amongst the members annually. Every member has the right to appoint the new leader prior to the off-season meeting. The main task of the work group is to keep alive, improve and maintain general,

technical and safety rules of Baltic Drag Racing series. The other important task of the work group is to grant fair racing and good communication between racers, organizers, other hosting countries and persons and companies involved. Baltic Drag Racing Work Group owns all the official commercial rights of the series.

Working group members and their contacts are published in appendix 1

1.7 ORGANIZER INFO

- 1.7.1 If the Baltic Drag Racing Series race event is held as one part of another racing event, the hosting countries' national championship or cup holds priority before Baltic Drag Racing Series.
- 1.7.2 Race organizers will provide free accommodation, food and access to all race areas, for 2 persons appointed by the Baltic Drag Racing Work Group. Those persons will most likely be the BDRS race director of the series and a secretary.
- 1.7.3 Organizer and the series promoter will sign a contract.
- 1.7.4 Rescue resources must be approved by the Baltic Drag Racing Work group.
- 1.7.5 Timing equipment will be inspected by the representatives of the work group prior to the race in the same layout and setup that it is intended to use.
- 1.7.6 Chief starter of the event must be approved by the Baltic Drag Racing Work group.

2. RACE PROCEDURES

2.1 GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Baltic Championship or Series undertake, on behalf of themselves, their employees, crew members and agents, to observe all the provisions of the International Sporting Code ([the Code](#)), the Drag Racing Regulations, FIA European Drag Racing Championships Sporting Regulations, present Baltic Drag Racing Regulations, Baltic Drag Racing Motorcycle Regulations ([link](#)) and event regulations.

2.2 BALTIC SERIES COMPETITION NUMBERS

Each driver must have a current Baltic Championship or Series competition number. Competition numbers should be applied for 30 days before taking part in any event at: info@balticdragracing.eu

All contestants are required to display a permanent driver number at all Baltic Series events. Numbers are issued to drivers only and are available from the Baltic Series work group. Racers must have a separate number for each eliminator category. In the Baltic Championships, a driver may use a number from 1 to 999. Numbers stay the same through all season. Driver's competition number and class designation must be displayed in a legible manner and be clearly visible to the tower personnel. Class and numbers must be in the form of permanent decals, paint or stickers. The use of shoe polish in any form is prohibited. Number stickers will be provided by BDRS and will be handed over at race check in.

2.3 TOW VEHICLE

Crew members must be inside the cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the vehicle returns to the assigned pit area (exceptions for engine start-up equipment needed).

2.4 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is acceptable in all classes. Telemetry may in no way be used for gathering data or performing control functions. When the radio is mounted in the driver's compartment, it must be secured in the holder by some type of strap or device when the car is moving.

2.5 WARM-UPS

- 2.5.1 It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless the coupler or driveshaft is removed from the vehicle. The practice of trans brake testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for disqualification.
- 2.5.2 DRAGSTER & FUNNY CAR-type bodies cars: When starting this category of vehicle in the pit area the car must be fully within the assigned space. NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF YOUR TRAILER. Race teams may not back the car out of pit space to start the engine.

2.6 CAMERAS AND ON-BOARD FOOTAGE

Cameras are permitted. The camera must be securely attached to the vehicle with appropriate fasteners and secured to prevent falling on the track, in case of coming loose. All cameras must be attached and secured before scrutineering and must be approved by them.

For all vehicles, attachment to the driver, the driver's helmet, or the steering wheel/handlebars prohibited. Images from any camera permitted under this section may be used for competition/analytical purposes only. The Organizer has a right to use competitor's footage to analyze race incidents or with agreement with competitor to make promotional videos.

2.7 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the race track. Closed shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any category.

2.8 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations.

2.9 BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. All burnouts will be performed only after the starter's permission. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts. The braking chutes security pin must be removed before the burnout.

2.10 PRE-STAGE

Once in the final staging area, all pre-race crew procedures must be completed. No crew member may touch or perform any function on the vehicle when in this zone. Procedures such as the following must be completed prior to staging (i.e.: lining up vehicle after burnout; removing parachute pins; wiping tires; injector/ engine adjustments; securing roof hatch; adjusting wheelie bars; etc.).

2.11 STAGING

- 2.11.1 Staging is only allowed after the starter's permission. In case staging fails, i.e. the vehicle moves over the starting line, the competitor must back up behind the stage and pre-stage beams and start from the beginning after starter's permission.
- 2.11.2 Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. In order to be a legitimate race winner, a contestant's car must self-start and self-stage. This rule also applies to single runs. Staging must be done under the vehicle's own engine power. Push-starting or push-staging a vehicle is prohibited. The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position. The practice referred to as "deep staging" (staging with the "prestaged" light out) is permitted. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGED TO STAGED POSITION.

2.11.3 A reasonable amount of time will be permitted for the driver to stage. The time limit will be determined in the sole and absolute discretion of the Official Starter. Failure to stage upon the Starter's instructions is possible grounds for exclusion. After proper staging and receiving the Starter's signal to go, it is not permitted to re-stage for a second time. Any driver leaving the starting line before the start system is activated, including drivers on a single run, will have their time disqualified for the run.

2.12 QUALIFYING

2.12.1 In order to constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event. For all categories of competition, including ET classes, an individual vehicle cannot be used for multiple entry. Vehicles must remain in the same category entered, with one registered driver for the duration of the event.

2.12.2 If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the Stewards of the meeting have the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run in each lane. If a driver or drivers, due to circumstances beyond their control, cannot make a valid qualifying run, then the stewards of the meeting have the option, at their sole discretion, placing that driver or drivers onto the qualifying list following all other qualified drivers. If there are more than one such driver, then the order in the qualifying list will be determined by current point standings. In case of a tie in points, flip of coin. Such a situation can occur if there is an error in the timing system during a qualifying attempt, if the driver is forced to abort the run due to another driver losing control of his vehicle in the other lane, or in the event of adverse weather conditions.

2.12.3 In category Pro ET qualification takes place in accordance with the index the competitor has determined himself. A competitor racing closer to his index will be awarded the better qualifying position. Results faster than the index are placed at the bottom of the qualifying list. Indexes can be changed between rounds.

2.13 LADDERS

Pairings are based upon established FIA SPORTSMAN or PRO "Ladder" charts. Ladder types used will be appointed by category rules. Maximum size of a ladder in any category is 16 car field. In case there are less drivers, then a suitable ladder size is used.

2.14 SOLO RUNS

In situations where a driver is making a single run, he is considered the winner once he stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane choice determination.

2.15 ALTERNATES

- 2.15.1 Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified car and driver be unable to make the first round of eliminations (not reach the burnout box), an alternate will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole discretion of the BDRS Race Director of the meeting. First round points will be kept by the qualified driver.

2.16 LANE CHOICE

- 2.16.1 In qualification runs the lane choice is free with the condition that the competitor performs at least one run on each lane.

2.16.2 In elimination rounds following lane choice rules are in place:

- In first elimination round better qualifier has the line choice
- In all following elimination rounds faster or more precise competitor from last round has the lane choice.

2.17 EXCLUSION, SUSPENSION, DISQUALIFICATION

- 2.17.1 One of the rarities is the situation in which two cars are excluded during the same elimination race. In most cases, both offending contestants are excluded. Those situations include: both drivers crossing the boundary lines.

- 2.17.2 Should a driver receive a red-light foul start, and the opposing driver crosses the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered an exclusion when any portion of a tire completely crosses the painted or imaginary line surface. If the boundary lines were crossed or not, will be left to the discretion of the acting starter. In cases where both drivers cross the centerline or outside line, both drivers will be excluded. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitors racing lane will be used for reference. Anytime it has been judged that excessive braking has resulted in loss of control as to cause contact with the guardrail, light fixtures, or crossing the center boundary lines – INCLUDING PAST THE FINISH LINE – the contestant will be excluded. Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for exclusion.

- 2.17.3 Should both drivers of a race leave before the start system is activated both drivers will be excluded.

- 2.17.4 Additional grounds for exclusion, fines, suspensions, and/or expulsions are:

- 1) contact with guardrail, barriers, or any other track fixture (rubber cones when used are considered visual aids, not fixtures);
- 2) unsportsmanlike conduct, improper language, or conduct detrimental to racing;

3) any condition considered unsafe, unfair, or out of order. If a driver is excluded during competition for any reason prior to the actual start of a race, he cannot be reinstated.

2.17.5 Any driver and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges.

2.17.6 Notwithstanding any other provision of this Appendix, participation in any program conducted by or in conjunction with FIA is conditioned upon being in good standing with FIA. Any person found guilty of drug related offenses is subject to such disciplinary action as FIA shall determine appropriate in its sole and absolute discretion, including but not limited to immediate expulsion from FIA and a termination of his/her good standing. Such person may be immediately excluded from all FIA programs and may not be eligible for titles, prize money or other awards which have not already been bestowed, as shall be determined by FIA. Further, any annual awards which might be granted may be made contingent upon maintaining good standing with the FIA through the year following the annual award, if so, determined by FIA. Further still, any person who shall be facing prosecution for a drug related offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he/she shall not have been found guilty for such offenses during the year following the award of such prizes if so determined by FIA.

2.18 PENALTIES

2.18.1 Competitor may be penalized in the following cases:

- The competitor ignores and does not comply with the requirements in this event regulation.
- Changes are made on the race vehicle after scrutineering which makes the vehicle not compatible with the regulations.
- The competitors clothing and safety equipment does not comply with the safety regulations. The vehicle does not comply with the safety regulations or has run faster than the present safety equipment allows.
- Burnout outside the designated area. Starting/warm-up/tuning of the engine without the driver in the driver's seat.
- The competitor is found under the influence of narcotics or alcohol. The legal limit is 0,0‰.
- Failure to follow the speed limits outside the track. Driving the opposite direction on the track.
- Unsportsmanlike conduct and/or causing an emergency situation.
- Competitor crosses the center line of the track and continues to accelerate (won't throttle back) and causes damage to the timing system or when the competitor causes damage to the timing equipment more than once during one event or his fault is established, the damage must be compensated. Every damaged sensor costs 500 EUR.
- If the vehicle leaks oil (and the car has no engine diaper), coolant or braking fluids to the track more than once during the event, the competitor is required to pay a fine of 300 EUR.
- If the competitor opens the nitrous bottle before burnout.

- The competitor ignores the warnings and cautions of the judges or officials.
 - Breach of the Pit Silence rules.
- 2.18.2 The competitor will be dropped from the eliminator but will retain his current standing in final results in the following cases:
- Late arrival to the starting area.
 - False start, red-light. In case both competitors make a false start, the lesser violator will be the winner.
 - Crossing the center or outside border line or crossing the imaginative middle line or exiting the track. An Exception is the avoidance of an obstacle; in which case a rerun will be offered.
- 2.18.3 Other conditions:
- Competitors and their crew, who are consuming alcohol or are under the influence of narcotics, are not allowed on the territory of the event and must leave (incl. the pit area) upon the request of a judge or organizer.
 - All competitors are required to follow the rules and general standards of good behavior.
 - Competitors and crew members may be in the starting area immediately prior, during and until the end of the run. When they are there any other time and disturb the course of the event, the respective competitor shall be punished. First time is a warning and the second time is some other penalty.
- 2.18.4 Penalty may be:
- Warning
 - Exclusion. The exclusion may result in annulment of already earned points in accordance with severity of the penalty. The decision on annulment will be made by the panel of stewards or, alternatively, the race director.
 - Ban, disqualification, suspension of competitor license.
 - Other penalties provided within this regulation.
- 2.18.5 The decision on the penalty and the nature of the penalty will be made/decided by the race director of the competition, approved by the judge of fact or panel of stewards, if needed by the Baltic drag racing work group.

2.19 PROTESTS ACCORDING TO FIA INTERNATIONAL CODES

- 2.19.1 Protests must be made 30 minutes after publication of results of qualifications or elimination rounds. For protest the competitor will pay a protest fee and present a written form protest to the race director.
- 2.19.2 Protest fee is 100 EUR: protest fee concerning the technical requirements of the vehicle is 500 EUR.
- 2.19.3 When the protest is settled in the favor of the protest maker, the protest fee is returned.
- 2.19.4 Competitors or entrants may file an appeal against the decision of the steward (in the context of this regulation and considering the specifics of conducting drag competitions, the decision of the race director is equated with the decision of the steward) in accordance with the procedure outlined in Article 15.4 of the FIA Sporting Code. The fee for the appeal is in accordance with the rules of each federation conducting the competition.

- 2.19.5 To improve the conduct of the competitions and to refine the rules, participants have the right to make written proposals to the Baltic Drag Race Work Group. Based on these proposals, competition results will not be changed.

2.20 TIMING EQUIPMENT

- 2.20.1 A full electronic timing system is required, incorporating a handicap facility, individual Elapsed Time and Terminal Speed details for each lane, accurate to .001 second and .01 mile per hour (.016 km/h) respectively.
- 2.20.2 A full “Starting Tree” starting system should be used, with three amber lights.
- a) Starting Tree
 - * Distance from Guard Beam to tree: 40 feet. (1220 cm)
 - * Height of tree: 95 inches (241 cm) from ground to center of pre-stage or 84 inches (213 cm) to center of top Amber (standard tree); or 87 inches (221 cm) to center of top Amber (Compulink Blues LED tree). Note: tree distance/height may need to vary somewhat due to established starting line ‘groove’ spacing from actual center of lane.
 - b) Pre-Stage Beam: Located 7 inches (17.8 cm) before the Stage Beam. Its only purpose is to show the competitor that the vehicle’s front wheel is approaching the Stage Beam.
 - c) Stage Beam: Located 13 3/8 inches (339.7 mm) before the Guard Beam, it indicates that the vehicle is in the correct position for the start. The Stage Light should activate when the leading edge of the vehicle’s front wheel breaks the Stage Beam. The Stage Beam also serves to start the ET timers as the wheel clears the beam and activates the red “foul” light in the event of the wheel clearing that beam prior to the green light showing.
 - d) Guard Beam: Ensures that no vehicle has an excessive amount of roll-out (movement required to leave the Stage Beam). If the Guard Beam is broken at the same time as the Stage Beam, and the starting sequence has been initiated, the timers and the red “foul” light will be activated if the green light is not showing.
 - e) Finish Line Beam: The Elapsed Time Beam is located at the Finish Line.
 - f) Speed Traps: These are located 20 meters prior to and at the finish line in each lane.
 - g) Sensor’s height: Ideally, light sources should be mounted as close as possible to the level of the track surface with the filament in the vehicle position. The rollout at the Start Line should be equal for both lanes, and all beams should be parallel.
 - h) Auto Start System should be in place. Description in page 5, point 14 i) https://www.fia.com/sites/default/files/2025_fia_drag_racing_-_race_procedures_-_en_marked-up_-_v111224-com.pdf

2.21 RACE OFFICIALS

All race officials will be appointed by the race organizer according to the hosting country’s local rules. The Baltic Drag Racing work group will appoint 2 persons to supervise the Baltic international part of the race.

The 3 persons would be:

- Race Director – Person who steps into race directors place while running international Baltic series categories. Will conduct the pre-race timing equipment and track inspection.

Has power only over the Baltic series issues, but he retains the right to halt the race at any time, when sees a possible dangerous situation about to happen.

- Secretary – will verify the validity of all Baltic series racers licenses and all other documents. Creates necessary paperwork on bulletins and in case of protests. Will help and advise the Race director.

All other officials and track crew will be appointed by the organizer. Chief starter or starter who is working during Baltic international categories, must be approved by the Baltic Drag racing committee.

3. MISCELLANEOUS

3.1 INFORMATION LINKS

Baltic Drag Racing Series webpage: www.balticdragracing.eu

Baltic Drag Racing Series Facebook: <https://www.facebook.com/bdrseries>

Estonian Autosport Union: www.autosport.ee

Estonian Motorcycle Sport Federation: www.msport.ee

Latvian Autosport Federation: www.laf.lv

Latvian Motorsport Federation: <https://www.lamsf.lv/>

Lithuanian Autosport Federation: www.lasf.lt

Lithuanian Motorsport Federation: www.lmsf.lt

FIA Race Procedures: https://www.fia.com/sites/default/files/2025_fia_drag_racing_-_race_procedures_-_en_marked-up_-_v111224-com.pdf

FIA Sportsman Ladders:

https://www.fia.com/sites/default/files/2022_sportsman_ladders_-_en.pdf

FIA PRO Ladders: https://www.fia.com/sites/default/files/2022_progressive_ladders_-_en.pdf

FIA Sporting Code: <https://www.fia.com/regulation/category/123>

4. Appendix 1

Baltic Drag Racing work group members in 2025:

Work Group leader:

Kaarel Oras (EST)

Work Group members:

Kädly Pöld (EST)

Eļīna Kaska (LAT)

Eline Berķe Bluša (LAT)

Tomas Liutinskis (LT)

Jurgis Grigaliunas (LT)

Tapio Väljä (FIN)

Technical work group:

Mati Pöld (EST)

Tomas Liutinskis (LT)

Lauris Birze (LAT)

2026 season calendar:

06-07.06.2026 - Lietuvos Drag Čempionato, Aleksotas Airfield (LT)

1-2.08.2026 - Latvijas Drageisa Festivals, Ventspils (LAT)

22-23.08.2026 - Lietuvos Drag Čempionato, Aleksotas Airfield (LT)*

12-13.09.2026 - Lietuvos Drag Čempionato, Aleksotas Airfield (LT)*

* Might be subject of date change