



STANDARTA
AUTOMOBILU
KOMISIJA

TECHNICAL REGULATIONS



Baltic Time Attack Series technical regulations

The technical regulations are written in both Latvian and English. In case of any discrepancies in writing or interpretation, the Latvian version of the text will be used.

These regulations have been created to ensure a safe, equal and fair competition between participants of any event. Cars must conform to these regulations throughout the whole event. If a competitor refuses to fulfil the requirements listed in these regulations, he can be eliminated from the race without a refund of the entry fee.

If you are not sure if your car meets the technical regulations, please contact the organizers before the event to settle this in a timely manner.

1. CARS

- 1.1. Only production cars are allowed to participate.
- 1.2. Cabriolets (including Targa, Roadster and/or similarly constructed not solely closed roof versions) are not permitted, except for cases when such cars are fitted with a full roll-cage or a roll bar in accordance with the requirements listed in article 2.1.
- 1.3. An all-wheel drive car can be converted to two-wheel drive, but a two-wheel drive car cannot be converted to four-wheel drive.
- 1.4. Car should only be steered with the front wheels. The only exception is for cars for which the manufacturer has included a four-wheel steering option.

2. CLASSES

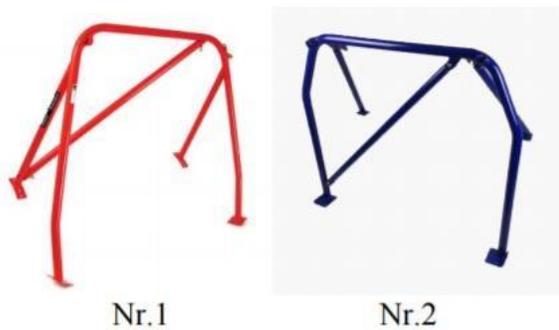
2.1. Street cars

These are classes for cars without a roll-cage. The Biķernieki track configurations will include additional chicanes to improve safety.

Cabriolets (including Targa/Roadster and/or similarly constructed not solely closed roof versions) are permitted if they have a roll bar meeting or exceeding safety requirements in pictures Nr.1 and Nr.2.



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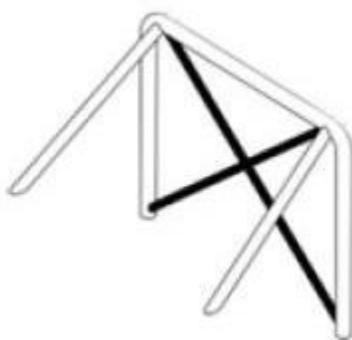


Nr.1

Nr.2

Cars with a roll-bar meeting requirements in picture Nr.3. are also permitted to compete in this class. These cars (unless they are *cabriolets*, *targa*, *roadster* or other similarly constructed not solely closed roof versions) must be fitted with either:

- Regular seats and original 3 point belts
- Sports (bucket) seats and racing harnesses



Nr.3.

Street cars will be split into these classes:

- **2000** – front-engine cars with engine capacity up to 2000 cm³
- **3000** – front-engine cars with engine capacity up to 3000 cm³
- **3000+** – cars without engine capacity limits, including mid-engine and rear-engine cars, as well as electric cars

If a car has any type of forced induction (turbocharger, supercharger, etc.), the engine capacity is determined by multiplying the actual capacity by the following coefficients:

- 1.7 for petrol engines
- 1.5 for diesel engines



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Naturally aspirated rotary engine cars can compete in 3000/PRO3000 class, but rotary cars with forced induction can race in 3000+/UNLIMITED class.

2.2. Race cars

These are classes for race cars with roll-cages that meet the FIA requirements (appendix J, article 253.8). The track layouts for these classes will not have any chicanes.

Race cars will be split into these classes:

- **PRO2000** – front-engine cars with engine capacity up to 2000 cm³
- **PRO3000** – front-engine cars with engine capacity up to 3000 cm³
- **UNLIMITED** – cars without engine capacity limits, including mid-engine and rear-engine cars, as well as electric cars

If a car has any type of forced induction (turbocharger, supercharger, etc.), the engine capacity is determined by multiplying the actual capacity by the following coefficients:

- 1.7 for petrol engines
- 1.5 for diesel engines.

Naturally aspirated rotary engine cars can compete in 3000/PRO3000 class, but rotary cars with forced induction can race in 3000+/UNLIMITED class.

2.3. Supercar class cars

This is a class for exclusive vehicles (in accordance with the *Supercar* class car list). The track layouts for this class will not have any chicanes.

3. DRIVER'S EQUIPMENT

3.1. Street cars and Supercar class

3.1.1. Driver has to wear a helmet made for motorsports use, with an "E" marking. Helmets must be in good order – no fractures or visible scratches.

3.1.2. Driver has to be wearing a long sleeve shirt and trousers, closed-toe shoes and gloves.

3.1.3. Drivers that have cars equipped sports (bucket) seats must be in a homologated helmet (in accordance with article 3.2.1.). It is mandatory to use a Frontal Head Restraint (HANS or hybrid) system (TL29&TL36).



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3.2. Race cars

3.2.1. Helmet and balaclava must be homologated, but the homologation can be expired. Allowed homologations:

3.2.1.1. FIA 8860 – any year;

3.2.1.2. SNELL with SA K marking – any year;

3.2.1.3. BSI 6658-85;

3.2.1.4. SFI 41.1.

3.2.2. It is compulsory to wear fireproof gloves. FIA homologated gloves are recommended.

3.2.3. It is compulsory to wear homologated racing suits, but the homologation can be expired. Suitable homologations:

3.2.3.1. FIA 8856 – any year

3.2.3.2. SFI 3.2.

3.2.4. It is strongly recommended to use FIA homologated racing suits and sportswear.

3.2.5. Frontal Head Restraint (HANS or

Hybrid) systems are mandatory.

3.2.6. Participants must present the safety equipment to scrutineers during the technical scrutineering.

4. ALLOWED MODIFICATIONS

4.1. Cars must retain their series production specifications, except for permitted modifications that are listed below.

4.2. All allowed modifications are listed in these technical regulations or Article 253 of FIA Appendix J.

5. BODY

5.1. All cars must be fitted with two outer side-view mirrors (one on the left and another on the right side of the car). The mirrors cannot be folded during the race.

5.2. All side windows and the hatch/sunroof (if the car has one) must be closed during the practices and the race. A window gap of 30 mm for air circulation is allowed.

Street car classes

5.3. All cars must retain their original form.

5.4. Suspension and engine mounting constructions (subframe) can be changed or modified, but they must retain their rigidity and safety.



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5.5. It is permitted to replace front and back bumper, side rocker panels, bonnet and boot cover with alternative materials, as long as they retain their original form. Modifications in the front bumper for brake and/or engine cooling are allowed. Modifications of the rear bumper to reduce the “parachute effect” are allowed. All other parts of the body shell must be preserved in the original shape as they were in the production car.

5.6. It is allowed to remove the spare tire well and weld in a sheet in its place.

5.7. Edges of the wheel arches can be folded to fit wider wheels/tires. Wider fenders (overfenders) from alternative materials are allowed. The top of the wheel can protrude from the original wheel arch by no more than 20 mm when the steering wheel is fixed straight forward.

5.8. Hatch/sunroof can be removed. It must then be replaced with a steel or aluminum plate. In such a case, the sunroof opening must be covered with a welded steel sheet, with thickness no smaller than the roof sheet material. Maximum distance between the welded points is 30 mm.

Race car classes

5.9. All cars must maintain the original firewall in-between the engine

compartment and cabin. The only permitted modifications are for fitting the transmission, exhaust, power cables, roll cage, etc. The modified firewall must be attached to the original one, providing the same level of rigidity and insulation as the original firewall (modifications on the steel plate must be made with the same thickness steel plate).

5.9. Body shells made solely as tubular or “monocoque” are not permitted.

5.10. Upper suspension mounting points (shock towers) must remain intact. The construction can be strengthened additionally but must remain in its original position.

5.11. The ground structure of the body shell starting at the firewall between engine compartment and the cabin and ending at the rear arches must remain intact.

5.12. Detachable parts of the body shell (fenders, hood, trunk, bumpers and roof) can be made of alternative materials. The cockpit must retain the form and style of the original model (sedan cannot be reworked into a coupe or cabriolet, etc.)

5.13. Front doors must have side protection. If the original side protection is removed, it can be replaced by a panel made from flameproof composite materials, in accordance with FIA Appendix J Article 255 picture 255-14.

5.14. At least two additional safety locks must be mounted on the bonnet and boot cover. Original bonnet lock must be dismantled or inoperative.

5.15. Windshield must be original (triplex laminated glass) or be made from at least 6 mm thick polycarbonate in the original shape, with the external surface being treated to resist wear. A maximum of four layers of transparent protection film can be used for protection purposes.

5.16. Front and rear lights can be changed by alternative lights. All cars must have brake lights and low beam headlights. Modified lights must clearly perform to their purpose. The scrutineers will confirm whether lights meet the regulations.



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5.17. It is forbidden to tint windows or darken them in other ways. Exception is cars which have come with tinted rear side and rear windows from factory, with the relevant markings.

5.18. No constructions in the interior can block the view through, with the exception of the roll cage.

5.19. Vehicle registration plates must be removed.

Supercar class

5.20. Exterior must remain exactly as from the factory. The only exception is fitting parts from another version of the same car (ex. fitting a 911 Turbo spoiler on a 911 C2, etc.).

6. ROLL CAGE

All cars with roll cages must be fitted with FIA approved roll bar padding.

Street car classes

6.1. Roll cages are prohibited. The exception here are roll bars in accordance with article 2.1.

Race car classes

6.2. All cars must fully comply with roll cage structure prescriptions specified in the FIA Appendix J 253 Article 8. Mandatory minimal structure of the roll cage:

- Basic roll cage structure complying with FIA 253. 8.3.1 (drawing 253-1, 253-2, 253-3).
- Two diagonal members complying with FIA 253.8.3.2.1.1 (drawings 253-4 and 253-5, or drawing 253-7)
- Doorbars complying with FIA 253.8.3.2.1.2 (drawings 253-8, 253-9, 253-10, 253-11).
- Roof reinforcement complying with FIA 253.8.3.2.1.3 (drawings 253-12, or 253-13, or 253-14). It is allowed to use only one diagonal member similarly to the drawing 253-12, but its front connection must be on the driver's side.

Supercar class

6.3. Cars must be like they left the factory. It is forbidden to fit (or remove, if it came from the factory) a roll cage.

7. AERODYNAMIC ELEMENTS

7.1. All additionally mounted aerodynamic devices must be safely attached.



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Street car classes

7.2. The trim of the body shell underbody must retain its origin (except for the modifications allowed in article 5.6.). Flat underbody panelling is not permitted, except for using a splitter.

7.3. All aerodynamic elements are allowed, but they cannot protrude more than the wheels looking from the front of the car, and more than 10 cm out of the front or rear bumpers when looking from the side.

Race car classes

7.4. Active aero including any hydraulically or electronically actuated or movable components are not permitted.

Supercar class

7.5. Exterior must remain exactly as from the factory. The only exception is fitting parts from another version of the same car (ex. fitting a 911 Turbo spoiler on a 911 C2, etc.).

8. ENGINE AND GEARBOX

Street car classes

8.1. Engine is free, but if you put an engine from a different manufacturer, it cannot be larger than four cylinders.

8.2. Dogbox and/or sequential gearboxes are not permitted.

Race car classes

8.3. No limitations.

Supercar class

8.4. Car must have an engine that was available for that particular car from the factory. It is forbidden to fit engines from different manufacturers, models and/or generations of cars.

8.5. Engine upgrades are not limited, but it is forbidden to turbocharge/supercharge an engine that was naturally aspirated from the factory.

8.6. It is only permitted to use gearboxes that were available for the particular car from the factory.

9. NOISE LEVEL

9.1. Maximum permissible noise level is 100 dB at 4500 RPM, measured by a FIA approved method – microphone placed 50 cm from and at a 45-degree angle with the exhaust outlet. Exception is cases when the event or track regulations list stricter noise limits.



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10. SUSPENSION

10.1. No restrictions on suspension modifications. No part of the car, except for rims and tires, can touch the ground when both tires on one side of the car are completely deflated. This can be tested by removing the valve stem core from both tires on one side. This test must be done on level ground.

11. BRAKING SYSTEM

11.1. All components of the braking system (brake rotors, calipers and pads) must be produced industrially.

12. TIRES

12.1. It is prohibited to use different types of tires, e.g. semi-slick together with road tires – if the tires on axles differ, the deviation in their treadwear rating must be less than 50.

12.2. Any chemical or mechanical modification of the tires is prohibited.

12.3. Tire heaters are prohibited.

Street car classes

12.4. List of tires permitted in the street car classes is available at <http://www.timeattack.lv/tires>. If a particular tire is not on the list, the decision on whether it can be used is made by the scrutineers.

Race car classes

12.5. Can use any road, semi-slick or slick tires. In case of uncertainty, the final decision on whether the tires are permitted is made by the technical scrutineers.

Supercar class

12.6. Any street legal tires with “E” marking are allowed. It is forbidden to use retreaded tires. In case of uncertainty, the final decision on whether the tires are permitted is made by the technical scrutineers.

13. INTERIOR

Street car classes

13.1. Interior of the car cannot be modified. All trims (rooftop, panels, doors, ground) must retain their original shape.

13.2. Sports type steering wheels are permitted.

13.3. It is forbidden to use sports (bucket) seats.

The driver's seat must be industrially produced and fitted with the manufacturer's adjustment and fixation mechanisms, as well as be safely fixed in place. The seat must move forwards and back, and its back needs to be adjustable. The exception is cars with roll bars. If a car is fitted with a sports (bucket) seat, it must meet the requirements of article 15.4.



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13.4. It is forbidden to use sports seat belts. The exception is cars with sports (bucket) seats – they must be fitted with sports seat belts in accordance with article 15.5.

Race car classes

13.5. Any modifications to the interior are allowed.

13.6. Door trim must be present on the driver's side. The original one can be replaced by an alternative material: metal (minimum 0.5 mm), carbon fibre (minimum 1 mm), or other fire resistant material (minimum 2 mm).

13.7. Driver's seat can be mounted further in the back of the car, but not beyond the vertical plane defined by the front edge of the original rear seat. Changing the seat position to the centre of the interior is not permitted.

13.8. The full size front panel (from door to door) must remain in the cabin. It can be modified.

Supercar class

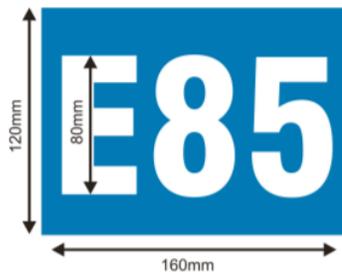
13.9. Interior of the car cannot be modified, it has to remain as it came from the factory.

14. FUEL SYSTEM

14.1. A tank for natural or liquid gas cannot be mounted into the car.

14.2. All cars must use a commercial fuel, E85 or unleaded racing fuel.

14.3. If a car is running on bioethanol (E85, etc.), it has to be marked on both sides with a special sticker to denote this fact. It must be placed no higher than 200 mm above the rear wheel arch. Example of the sticker:



Street car classes

14.4. Fuel tank – standard. Fuel system changes allowed only in accordance with FIA Article 253.



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Race car classes

14.5. If the fuel tank is modified, it must comply with FIA Article 253.14 requirements or the technical regulations of the motorsports discipline the car participates in.

14.6. Installation of the fuel lines is permitted only in accordance with the requirements of FIA Articles 253.3.1 and 253.3.2.

Supercar class

14.7. Fuel tank – standard, as it came from the factory.

15. SAFETY PRESCRIPTIONS

15.1. A manual 2 kg fire extinguisher or (and) manually or automatically operating FIA homologated fire extinguishing system must be present in all cars. The extinguisher must be fitter in compliance with FIA Article 253.7. Manual extinguisher must be mounted in a way to be easily reachable by the driver or the track marshal. Every extinguisher must clearly present the following information: weight or volume, type of extinguishant and the date the extinguisher must be checked. Last check date must be no more than one year before the particular event. Exception is made for extinguishers with a two-year term between checks.

15.2. Front and rear towing devices must be clearly marked with indication arrows. If the car uses towing hooks, they can be detached but must be present in car and easily reachable. The hooks (and their placement) must be presented during the technical scrutineering.

15.3. If the battery is relocated, it must be mounted in compliance with FIA Article 255.5.8.3.

Race car classes

15.4. Racing seats must be FIA homologated, but the homologation can be expired for up to 5 years. Seats must be installed in compliance with FIA Article 253.16.

15.5. Tidy and mechanically intact safety belts with at least four anchorage points (two shoulder straps and one lap strap) are compulsory, they must be FIA homologated (homologation can be expired). Belts must be installed in compliance with FIA Article 253.6.

15.6. A use of a window net covering the driver's side window is compulsory. Homologation is not required but it must comply with FIA Article 253.11.

15.7. A general spark-proof circuit breaker is compulsory. When turned off, it must cut all electrical circuits, connecting the battery with other electrical devices accessible from inside and outside of the car. As for the outside, the triggering system of the circuit breaker must be located at the windscreen and be marked by a red spark in a white-edged blue triangle. Each base of triangle must be at least 12 cm in length. The general circuit breaker must be mounted in compliance with FIA Article 253.13.

15.8. If the car has a fire extinguishing system and the trigger is located outside of the cockpit, it must be marked by a red letter "E" in a red-edged white circle.



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16. SCRUTINEERING REQUIREMENTS

- 16.1. Cars must comply with these technical regulations.
- 16.2. Cars must be presented to scrutineering neat and clean, fully prepared for racing on track.
- 16.3. The wheels must be mounted with tires to be used on the track while racing.
- 16.4. The participant must present the driver's equipment in accordance with his class rules. It must be clean and tidy (no visible scratches or tears).
- 16.5. The participant must present all the documents acquired during the administrative checks.
- 16.6. All the stickers provided by the organizer must be applied before going to scrutineering.
- 16.7. Any items or parts in the cabin must be properly affixed.
- 16.8. The battery must be properly affixed.
- 16.9. If any leakage from the car is spotted, the participant can be excluded from the race. If the car starts leaking during the event, it cannot enter the track without a permit from the scrutineers.
- 16.10. If the car was involved in an accident on track, it must be shown to the technical scrutineers.
- 16.11. After passing the technical scrutineering, the car will be applied with a special mark confirming its conformity with the regulations.

For additional questions, contact - Voldemars Kalve, vkalve@gmail.com, +371 26467681.



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