

**BMA**  
BAL TIC MOTORCYCLISTS ASSOCIATION



**Baltic SBK**

BAL TIC SUPERBIKE CHAMPIONSHIP

**Baltic Motorcyclists association  
Baltic SuperBike Championship racing regulations**

**2026**

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## SPORTING REGULATIONS

### 1.1. Introduction

**1.1.1.** A series of motorcycle races counting toward the Championship for Riders and Teams will be organised under the name of “Baltic Motorcyclists Association Championship”

### 1.2. Event

**1.2.1.** The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest. The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit

**1.2.2.** Organisers will be nominated and chosen by Baltic Motorcyclists Association (further “BMA”).

### 1.3. Officials

**1.3.1. Race director:** Responsible for ensuring proper observance of the Regulations, implementation of local law and efficient running of the practice and races.

**1.3.2. Clerk of the Course:**

1.3.2.1. Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.

1.3.2.2. Ensuring that all officials and professional services are in place. The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-taxi, recovery/intervention vehicles, flags, etc.) The starting procedure.

1.3.2.3. The use of medical cars/fast interventions vehicles.

**1.3.3. Technical Director:** Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature

**1.3.4.** Race direction consist of Race director, Clerk of the Course, Technical Director.

### 1.4. The calendar

**1.4.1.** The provisional calendar of races counting for the Championships will be, in principle, published by no later than 30th December of the preceding year.

### 1.5. Classes and Eligible competitors

**Mini GP100:** 7-14 Years old

**Superstock 125:** 14-21 years old;

**Superstock 300:** 16-60 years old;

**Street-Street:** 18-60 years old. No previous racing records in higher classes.

**Street-Superbike600:** 18-60 years old. No previous racing records in higher classes.

**Street-Superbike1000:** 18-60 years old. No previous racing records in higher classes.

**Super-Street:** 18-60 years old. No previous racing records in higher classes, best personal lap times from previous seasons As per article 1.5.1.

**C600:** 18-60 years old. Best personal lap times from previous seasons as per article 1.5.1.

**C1000:** 18-60 years old. Best personal lap times from previous seasons as per article 1.5.1

**B600:** 18-60 years old. best personal lap times from previous seasons as per article 1.5.1

**B1000:** 18-60 years old. best personal lap times from previous seasons as per article 1.5.1

**Superbike /** 18-60 years old

**Supersport /** 18-60 years old

**SeniorTT /** 40-60 years old

The Final decision for the driver’s class may be decided by the Race Direction or Board Members of BMA.

#### 1.5.1. Eligible riders according to the best personal lap times from previous seasons:

Track	600 cc bikes			1000 cc bikes			600cc and 1000cc
	Supersport	B600	C600, Street-Suprebike	Superbike	B1000	C1000, Street-Superbike	
Nemunring	<1:14.00	1:14.00-1:18.00	>1:18.00	<1:13.00	1:13.00-1:18.00	>1:18.00	<1:18.00
Bikernieki	<1:45.00	1:45.00-1:52.00	>1:52.00	<1:44.00	1:44.00-1:51.00	>1:51.00	<1:52.00
Porsche ring	<1:21.00	1:21.00-1:26.00	>1:26.00	<1:20.00	1:20.00-1:25.00	>1:25.00	<1:21.00

- 1.5.2.** Grades of the classes explanation (starting from lowest – 1st grade to 3<sup>rd</sup> – highest):  
1<sup>st</sup> grade classes: Superstock 125; Superstock 300; Street-Street; Street-Superbike; C600; C1000  
2<sup>nd</sup> grade classes: Super-Street; B600; B1000  
3<sup>rd</sup> grade classes: Superbike; Supersport; SeniorTT

**1.5.3.** In case during the previous season the riders have achieved better best personal lap results then the rule 1.5 allows for particular class the riders must choose the class from the one step higher grade for a current season (see article 1.5.1.). Rider can choose the class from two step higher grade, but final decision may be made by the Race Direction or Board Members of BMA. This rule is not applied to Super-Street class riders if they want to continue participate in Super-Street class.

- 1.5.4.** Licence registration fee:  
MiniGP 100 - 0 EUR  
Superstock 125, Superstock 300, Street-Street, Street-Superbike, Superstreet, C600, C1000 - 10 EUR  
B600, B1000, Superbike, Supersport - 20 EUR

**1.5.5.** Every driver must pass knowledge test to gain license. Exceptions for experienced racers can be made by Race direction or Board Members of BMA.

**1.5.6. INSURANCE: Riders must have a valid personal accident insurance policy in force at the time of the race in Baltic States (Lithuania, Latvia, Estonia), which complies with the requirements listed below:**

The insurance policy must be valid during motorcycle competitions (non-professional sport).

Minimum insurance coverage amount:

- Injury: 3,000 EUR
- Disability: 3,000 EUR
- Death: 3,000 EUR

## **1.6. Entries**

**1.6.1.** Failure to attend the briefing in full may result in a penalty. A waiver can be granted to a rider by the Race Direction.

**1.6.2.** A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.

**1.6.3.** A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

## **1.7. Starting numbers**

**1.7.1.** Each rider accepted for the BMA Championships will be allocated a specific starting number which will be valid for the whole Championship.

**1.7.2.** In general, the precedence in the choice of starting number will be based on the result of the rider in the previous year's BMA Championship (see article 1.5.1). If two or more riders with no racing records in previous BMA championship pretendents to the same starting number, the first driver applied for licence and paid for it has a precedence in the choice of starting number. ~~The same starting number cannot be allocated for riders of following each group of classes: Group1 – Street-Street, Street-Superbike600, Street-Superbike1000, Super-Street; Group2 – Mini GP100 Superstock 125 Superstock 300, C600, C1000, B600, B1000, Superbike, Supersport, SeniorTT.~~ **(new rule in 2024 Regulations).**

**1.7.3.** Rider who did participate in higher (see article 1.5.1) class or achieved higher position at the same class in final standings of previous BMA championship has precedence in choice of starting number. The article 1.7.2. is not applied to Mini GP100 class. Rider is not allowed to use Precedence (article 1.7.2) to CHANGE already owned starting number or starting number owned on previous season to the number which is already taken or has been used by another driver during last season.

## **1.8. Technical control**

**1.8.1.** All motorcycles should be checked by the Technical Stewards prior to first participation in official practice on safety aspects, according to the published schedule. At the Discretion of the Technical Director, machines may be checked earlier than the schedule if the machines are ready. Teams may present for Technical Control one (1) motorcycle per rider which will be specially identified by the Technical Controllers. Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical control will not be allowed to take part in the event.

## 1.9. Practise

### 1.9.1. Official practice sessions

- 1.9.1.1. Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- 1.9.1.2. The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- 1.9.1.3. The end of practice will be indicated by the waving of two chequered flags, at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the official chequered flag at the finish line after the allotted time has elapsed. After the chequered flags riders may complete the lap to the pit entry.
- 1.9.1.4. If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the red flags were displayed. During the whole event, once practice has started, nobody can alter the condition of the racing surface of the circuit. Even track marshals cannot clean the track without prior instructions and/or authorisation of the Race Director and the Safety Officer.

### 1.9.2. Motorcycles

During the event a rider may only use one motorcycle, as presented for Technical Control.

### 1.9.3. Lap time

All laps of the riders will be timed. A new lap record for a circuit can only be established by a rider during a race. Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

### 1.9.4. Qualifying practices results

The results will be based on the fastest time recorded by the riders in all qualifying practices. In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in all official free practices. In the event of a tie, riders' second and subsequent best times will be taken into account.

### 1.9.5. Qualification for the Race

To participate in the race, a rider must achieve a time at least equal to 120 % of the time recorded by the fastest rider of his class in the same session, in qualifying session.

Riders taking part in qualifying practice and don't achieve a qualifying time or with qualifying time over 120 % of the time recorded by the fastest rider of their class may start in the race under Race Direction decision.

Riders Limit per race can be settled due the safety reasons.

## 1.10. Grid Positions

Grid positions will be based on the fastest time recorded by the riders in all qualifying practice. In the case where qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices. In the event of a tie, riders' second and subsequent best times will be taken into account.

### 1.11. Races

MiniGP 100	minimum 3 km	Maximum 15 km
Superstock 125	minimum 5 km	Maximum 15 km
Superstock 300	minimum 10 km	Maximum 25
Street-Street	minimum 15 km	Maximum 30 km
Street-Superbike	minimum 15km	Maximum 30 km
Super-Street	minimum 15km	Maximum 30 km
C600	minimum 20 km	Maximum 40 km
C1000	minimum 20 km	Maximum 40 km
B600	minimum 20 km	Maximum 50 km
B1000	minimum 20 km	Maximum 50 km
Supersport	minimum 20 km	Maximum 110 km
Superbike	minimum 20 km	Maximum 110 km
SeniorTT	minimum 20 km	Maximum 110 km

1.11.1. The length of a race may only be varied by the Race Direction.

1.11.2. A visible countdown board will be shown at the finish line or in the most suitable position to indicate the number of remaining laps in the race.

## 1.12. Start procedure

### 1.12.1. "Standard Start" procedure

1.12.1.1. Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

1.12.1.2. **Approximately 15 Minutes** before the Start of the race - Pit lane exit opens for sighting lap.

Green lights on (and possibly green flags waved) at the pit lane exit. Count-down boards of 5, 3, and 1 minutes are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments or refuel.

Any rider who crashes or encounters problems during the sighting lap(s) is permitted to reach the pit lane safely under the instructions of the officials and make reparations in the pit lane (not in the box). Race Direction is not responsible for ensuring the machine and rider reach the pit lane in time to start. However, all reasonable efforts will be made to assist the team and rider.

His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

1.12.1.3. **Approximately 10 Minutes** to race - Pit lane exit closes.

Red lights on (and possibly red flags waved) at the pit lane exit.

1.12.1.4. When riders reach the grid position after the sighting lap(s) they must turn off the engine. The rider may dismount or remain on the motorcycle in the grid position. Riders on the grid may be attended by up to five persons one of whom may hold an umbrella. Having taken up their grid position, riders may take off their helmets.

1.12.1.5. Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such riders do not respect the "back of the grid position", they will be penalised by adding +20 seconds to a final race result. In a case of a restarted race with less than 3 laps, the riders will take their original grid position but +20seconds penalty will be applied.

1.12.1.6. The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and the starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".

1.12.1.7. Riders on the grid may, at this stage, make adjustments to the motorcycle or change tyres to suit the track conditions.

Trolleys, Tyre warmers, air blowers and generator to power tyre warmers may be used on the grid. Only one generator per motorcycle may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65 dB/A.

Generators should be located to the rear of the motorcycles.

All adjustments must be completed by the display of the **3** minutes board. After this board is displayed, riders who still wish to make adjustments must push their motorcycle to the pit lane. Such riders and their motorcycles must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

Working on the machine on the grid after the **1** minutes board is presented may be penalised.

Refuelling or changing fuel tank on the grid is forbidden.

1.12.1.8. **5 Minutes** before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.

1.12.1.9. **3 Minutes** before the Start of the Warm Up Lap - Display of 1 Minute Board on the grid. Generators must be disconnected and removed from the grid as quickly as possible. Trolleys and air blowers must be removed from the grid as quickly as possible.

At this point, all persons except maximum two mechanics per motorcycle, the person holding the umbrella for the rider, other crew members and officials must leave the grid.

Riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

1.12.1.10. **1 Minute** before the Start of the Warm Up Lap - Display of 1 Minute Board on the grid. Tyre warmers and stands must have been removed from motorcycles on the grid and/or in the pit lane. All team personnel must have left the rider/machine and be leaving the grid except when there is a problem with the machine. Any team, responsible for causing a delay in the start procedure, may be further penalised.

1.12.1.11. **30 Seconds** before the Start of the Warm Up Lap - Display of 30 Second Board on the grid. All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his motorcycle will immediately be removed from the grid, under the control of the grid marshals. The

machine will be moved to the pit lane where further attempts can be made to rectify the problem by the mechanics and or rider. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

1.12.1.12. **2 Minutes before the Start** of the Race - Green flag waved to start warm up lap.

In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

The riders will make one lap, at unrestricted speed followed by a Safety Car.

Any rider who arrives at pit lane entry after safety car must enter the pit lane and start the race from there.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green (green flag may be used), and any rider waiting in the pit lane will be permitted to join the warm up lap. **Thirty seconds later**, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

If two or more riders must start from the back of the grid, they will take up position in the order in which they **qualified for the race.**

An official will stand at the front of the grid holding a red flag motionless.

Any rider who crashes or encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs in the pit lane not in the box.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

1.12.1.13. A red light will be displayed for between **2 and 5 seconds.**

**The red light will go out to start the race.**

Any rider who anticipates the start or who is deliberately not placed in his starting box will be will penalised the +10 seconds to the final result of the race

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on, the Race Direction will be the sole judge of whether an advantage has been gained.

Race Direction will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

1.12.1.14. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

1.12.1.15. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

Such riders may then start the race up until the point where the lead rider has crossed the finish line to complete the first racing lap.

The Race direction may apply a delay before the display of the green light according to the layout and distance of the pit exit. In that case an official information will be circulated.

## 1.12.2. Start Delayed

Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders should stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted, the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid with necessary equipment including tyre warmers, generators, stands, starter engines and tools.

- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Championship Organisers.
- The start procedure will be re-commenced at the 3-Minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1-Minute and 30-Second boards the riders will complete an additional warm up lap. The race distance will automatically be reduced by one lap, or more if deemed necessary by Race Direction.

### 1.12.3. Quick Start procedure

Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

**Approximately 5 Minutes** before the Start of the race - Pit lane exit opens for sighting lap.

Green lights on (and possibly green flags waved) at the pit lane exit the pit lane exit will be opened for **60**

#### **SECONDS ONLY.**

Riders allowed to complete **no more than one** sighting lap.

Any rider who crashes or encounters problems during the sighting lap(s) is permitted to reach the pit lane safely under the instructions of the officials and make reparations in the pit lane (not in the box). Race Direction is not responsible for ensuring the machine and rider reach the pit lane in time to start. However, all reasonable efforts will be made to assist the team and rider.

His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

Approximately 4 Minutes before race - Pit lane exit closes.

Red lights on (and possibly red flags waved) at the pit lane exit.

All riders will arrive on the starting grid position and stop, with engines running, no adjustments may be made.

Any rider encountering difficulties on the "out lap" from the pit exit must enter the pit lane., no adjustments may be made. The rider must remain on the motorcycle to the grid position. **ONE MECHANIC ONLY** per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid.

Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such riders do not respect the "back of the grid position", they will be penalised by adding +20 seconds to a final race result. In a case of a restarted race with less than 3 laps, the riders will take their original grid position but +20 seconds penalty will be applied.

Trolleys, generators, tyre warmers are NOT allowed on the grid in case "Quick start" procedure is applied.

Refuelling or changing fuel tank on the grid is forbidden.

As soon as all drivers are on the starting grid positions, a 30 seconds board will be shown. At this point the mechanics must immediately leave the grid by the quickest route.

**After 30 seconds** have elapsed a green flag will be shown to start the warm up lap.

The warmup lap will be completed at unrestricted speed. When the last rider has passed the pit exit it will be opened for a period of 15 seconds to release any rider waiting. The pit lane exit will remain closed until after the start of the race. In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.

Upon arrival back at the starting grid the start procedure will be followed, with the start signal given in the normal manner:

A red light will be displayed for between 2 and 5 seconds.

The red light will go out to start the race.

Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race or, in case of a restarted race according to the position they qualified in the previous red flagged race (if 3 and more laps completed).

After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the leading rider has crossed the finish line to complete the first racing lap.

### 1.13. Interruption of the race

**1.13.1.** If the Race Director decides to interrupt a race or if the race is interrupted after the chequered flag has been displayed, then red flags will be displayed at all marshals' posts and he will switch on, if available, the red lights around the circuit. Riders must immediately slow down and return to the pit lane. At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 3 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

The results will be established as follows:

a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap

b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of the previous lap.

c) The complete classification will be established by combining both partial classifications as per lap/time procedure.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, crossing the designated pit lane entry timing point together with their motorcycle, will not be classified.

**1.13.2.** If the results calculated show that less than 3 laps have been completed by the leader of the race then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled, and the race will not count for the Championship.

**1.13.3.** If three laps or more have been completed by the leader of the race but less than 2/3 of the race distance rounded down to the nearest whole number of laps, then the race will be restarted according to Art. If it is found impossible to restart the race, then the results will count and Championship points will be awarded as follows:

- completed less than 50% of original race distance = half points
- completed 50% or more of original race distance = full points

**1.13.4.** If the results calculated show that 2/3 of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race then the race will be deemed to have been completed and full Championship points will be awarded.

### 1.14. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

Re-started races will in principle follow the protocols defined in this article. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances. Note that in all cases of restarted races, the calculation of race distance required to declare a result 2/3 distance is based on the number of laps of the current race, not the original Race 1 distance.

**1.14.1.** If race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. After the riders have returned to the pits the Race Director will announce, as soon as possible, a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

**1.14.2.** Quick start procedure will be applied to restart the race or to start next part of interrupted race.

**1.14.3.** The conditions for the re-started race will be as follows: In the case of situation described as less than 3 laps completed above:

- All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
- Motorcycles may be repaired. Refuelling is permitted.
- The grid positions will be as for the original race.

**1.14.4.** In the case of situation described as 3 laps or more and less than two-thirds completed above:

- Only the riders who are classified as finishers in the first race as per art. 1.20 may re-start.
- Motorcycles may be repaired, wheels/tyres may be changed.
- The number of laps or duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance with a minimum of 5 laps.
- The grid position will be based on the finishing order of the first race.

Riders who are classified 1 full lap down (having been lapped by the race leader) in the first race will start the restarted race from Pit Lane.

Riders who are classified 2 or more full laps down (having been lapped more than once by the race leader) in the first race will not be eligible to restart.

e. The final result of the race will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of this new race.

**1.14.5.** Any start position penalties applying to a rider in the first race (e.g. a drop of grid position or starting the race from pit lane), if such penalties were duly applied, will not apply to the restarted race. In the case race interrupted with less than 3 laps completed), the new start will be a completely new race so therefore existing start position penalties will apply.

### **1.15. Ride through penalty**

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted.

He may then re-join the race. The rider must respect the speed limit in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with or notified to, and if there is a second or subsequent parts, the rider will be required to ride through after the start of the second or subsequent parts of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

A yellow board (100 cm horizontal x 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty.

If the infraction is committed during the last five laps, and the rider will not be able to enter the pit lane for complying his ride through, therefore a time penalty +20 seconds will be applied.

**Right through penalty** may be changed to time penalty (+20 sec) due to technical issues related to circuit and pit lane layout. The information for penalty replacement must be announced in Event regulations.

### **1.16. WET and DRY races**

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

**1.16.1. Dry Races** - A race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

**1.16.2. Wet Races** - A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.

**1.16.3.** In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

### **1.17. BEHAVIOUR DURING PRACTICE AND RACE**

1. Riders must obey the flag signals, the light signals, the officials' instructions and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions.

2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pitlane. Any infringement of this rule may be penalized.

3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join it at the place indicated by the officials or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the Race Direction. If a drop of position penalty is imposed a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through. Further penalties may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the motorcycle.

5. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

6. If the rider encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.

7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

8. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the chequered flag or red flag).

9. Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

10. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. On-board TV camera signals are allowed.

11. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of **50€**.

Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

12. Stopping on the track during practices and races is forbidden.

13. During the practice sessions, qualification practise and warm ups, to practice a starts are permitted:

- a. when it is safe to do so, at the pit lane exit before joining the track and;
- b. after passing the checkered flags at the end of practice sessions, qualification practise and warm-ups when it is safe to do so, off the racing line and only in the designated **Practice Start Zone** and following the procedure, as communicated to teams prior to the first practice session.

Any rider found to have infringed this rule will be subject to an instant fine of 150€. Further penalties may be applied.

14. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so. It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

15. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane.

16. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

17. Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event may be penalised by the Race Direction.

18. Any rider who enters the pit box or in the paddock during a race will be considered to have finished the race and CANNOT re-enter the track.

19. Any rider who enters the pit lane twice during the race, to make adjustments (for other reasons than changing tyre), will be forbidden by the Race Direction to re-join the race.

20. The pit lane exit road will be marked with painted lines. Riders must stay inside the painted lines defining the pit exit road until passing white line, during all track sessions (practice and race). Infractions may be penalised with an instant penalty by Race Direction.

## 1.18. Flags and Lights

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders. All flags are presented waved

### 1.18.1. Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap. This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waived by the starter to signal the start of the warm up lap. This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag.** The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross (stroke width of the cross: between 10 and 13 cm).** Drops of rain on this section of the track. This flag must be waved at the flag marshal post.

- **White Flag with diagonal red cross (stroke width of the cross: between 10 and 13 cm) + Yellow and Red Striped Flag.** Rain on this section of the track. These flags must be waived together at the flag marshal post.

- Blue Flag Waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him to pass him at the earliest opportunity. Passing within a group of lapped riders is forbidden under the blue flag. Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

Any Infringement of this rule may be penalised by the Race Direction.

- **Chequered Black/White Flag** This (these) flag(s) will be waved at the finish line on track level to indicate the finish of race or practice session.

- **Chequered Black/White Flag and Blue Flag** The chequered black/white flag(s). will be waved together with the blue flag at the finish line on track level when a rider(s) closely precedes the leader during the final lap before the finish line (see Art. 1.25.1).

### 1.18.2. Flags Which Convey Information and Instructions:

- Yellow Flag Waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties. A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track. Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track. The waving of a single or of a double yellow flag does not signify a degree of danger but only the location of the incident. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved. Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred. In case of infringement of this rule during the race, the rider must go back the number of positions decided by the Race Direction. A board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.

In both cases, further penalties may also be imposed. If immediately after having overtaken, the rider realises that he committed an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

- Red Flag and Red Lights When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits. When the pit-lane exit is closed, the light will be switched on and the red flag may be used in conjunction with the official red light signal. Riders are not allowed to exit the pit lane. Any Infringement of this rule may be penalised by the Race Direction. The red flag will be shown motionless on the starting grid at the end of the warm up lap. The red flag may also be used to close the track. The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag** This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap. He cannot restart when this flag results from a penalty. Any Infringement of this rule may be penalised by the Race Direction. This flag can also be presented to a rider for a reason other than a penalty (ie. for checking or changing a transponder), in that case he can restart.

- **Black Flag with orange disk (Ø 40 cm)** this flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track. Any Infringement of this rule may be penalised by the Race Direction.

### 1.18.3. Flag Dimension

The flag dimension should be 80 cm in the vertical and 100 cm in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

## 1.19. Medical cars

The medical cars must be equipped with flashing lights. The words "Ambulance" should be clearly indicated on the back and the sides of the car.

## 1.20. Finish of A race and Race results

**1.20.1.** When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, behind a 1st protection line. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit. If a rider(s)

closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

- 1.20.2.** In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 1.20.3.** The results will be based on the order in which the riders cross the line and the number of laps completed.
- 1.20.4.** To be counted as a finisher in the race and be included in the results a rider must:
- Complete 75% of the race distance or laps completed.
  - Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his motorcycle.
- 1.20.5.** The riders classified in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. **Participation in the podium ceremony by these riders is compulsory.**

## 1.21. CHAMPIONSHIP POINTS AND CLASSIFICATION

Riders and Teams will compete for the BMA Championship.

### 1.21.1. Riders Classification

For each race if more than 1 rider has attendant to race per class, Championship points will be awarded on the following scale:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

If three laps or more have been completed but less but less than 50% of the actual race distance and it is found impossible to re-start the race, then the results will count and Championship points will be awarded on the following scale):

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
Points	12.5	10	8	6.5	5.5	5	4.5	4	3.5	3	2.5	2	1.5	1	0.5

Points gained in each event of official BMA Baltic SBK calendar are taking into account for Riders Championship classification.

At least 3 riders must be gained not less than 1 point in Championship per class to announce the Championship for Class.

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

The rider may start in more than one races in other racing class at the same grade (in higher grade only under the race direction permission) at the same event in case the races have a separate start. The gained points are achieved accordingly and taken in to account to Riders' Championship classification

### 1.21.2. Teams' classification.

#### 1.21.2.1. Registration form for Teams championship must be applied on [www.nrc.lt](http://www.nrc.lt).

Team registration fee 50 EUR. Racers may change the teams only until the first race of the season. No any racers exchanges between teams during the season are allowed. The registration of **new** teams are allowed during all season.

One highest placed rider per class of the team will gain points, according to the position in the race. Teams Championship points will be awarded on the following scale:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Points gained in each event of official BMA Baltic SBK calendar are taking into account to Teams Championship classification.

In case the rider participates in more than one racing class. The points gained in the class the driver achieved the first points of current season are taken in to Teams championships

The points gained by B600, B1000 riders will be multiplied by **1,3**. The points gained by Superbike and Supersport riders will be multiplied by **1.5**.

**Points achieved in SeniorTT class are not taken into account for Teams Championship.**

In case of a tie in the final classification, the Teams with the best placing of the last race are taken into consideration.

## 2. Technical regulations

### 2.1. Motorcycles by class.

#### 2.1.1. Street-Street, Street-Superbike600, Street-Superbike1000 and Super-Street classes

Motorcycles must meet the requirements of the country in which the competition is taking place for vehicles involved in public transport (the motorcycle must be fully prepared for use in the streets, would have all natively required documentation to legally operate the motorcycle on the streets. **No tyre restriction** for this or any other class.

#### 2.1.2. C600, B600 Class

400-636 cc (four-stroke, 4 cylinder)

500-675 cc (four-stroke, 3 cylinder)

600-750 cc (four-stroke, 2 cylinder)

#### 2.1.3. Supersport:

400-636 cc (four-stroke, 4 cylinder)

500-675 cc (four-stroke, 3 cylinder)

600-750 cc (four-stroke, 2 cylinder)

#### 2.1.4. C1000, B1000 classes

749-1105 cc (four-stroke, 3 or 4 cylinder)

750-1300cc (four-stroke, 2 cylinder)

#### 2.1.5. Superbike class

749-1105 cc (four-stroke, 3 or 4 cylinder)

750-1300cc (four-stroke, 2 cylinder)

#### 2.1.6. MiniGP 100

Honda NSF 100 motorcycles with stock equipment or equivalent bikes

### 2.2. Addition safety requirements.

**Mandatory** for Superstock 125, Supestock 300, Street-Street, Street-Superbike, Super-Street classes:

Headlights must be masked (with tape) and side mirrors must be folded inwards and fastened or taken off completely.

**Recommended** for Superstock 125, Supestock 300, Street-Street, Street-Superbike, Super-Street classes and

**Mandatory** for C600 C1000 B600 B1000 Superbike, Supersport, SeniorTT:

The oil filter must be secured to prevent accidental opening at any time.

Oil fill cap to be wired to engine/frame to prevent unscrewing

Oil draining screw (screw with hole in it to pass wire through to prevent unscrewing, see photos below).

Side stand has to be either taken off or fastened so that it would not open during riding.

Passenger foot pegs to be removed.

Motorcycles may not have additional sharp edges or any other defects/structures that do not follow the manufacturer's technical requirements.

Headlights have to be masked (with tape) and side mirrors have to be folded inwards and fastened or taken off completely.

**Additional mandatory requirements** for B600, B1000, Supersport, Superbike, SeniorTT classes and **recommended** for others classes:

The lower fairing has to be constructed to hold, in case of an engine breakdown, at least 5 litres of liquid.

All fuel tanks must be filled with fire retardant material (i.e. fuel cell foam, Explosafe), or be fitted with a fuel cell bladder.

Rear sprocket/chain protective plastic (to prevent leg from getting entangled in case of accident, see photos below).

Front brake/clutch lever handlebar protective guard (to prevent other contestants from accidentally pushing down levers on impact, see photos below).

Red rear light that is disconnected from the main circuitry of the motorcycle (to use external power source such as AA batteries). Used in rainy conditions, has to be constantly on without any blinking.

Engine coolant has to be water.

### 2.3. Tyres:

**No Tyre restrictions for any of class.**

## 2.4. Number and number plates

**2.4.1.** At the front, the height of the number is to be no less than 140 mm, the width of a single number is to be no less than 80 mm, font thickness has to be at least 25 mm and the gap between numbers has to be at least 10mm. The side numbers (on both sides of the motorcycle belly pan) are to have a height of at least 120 mm, a single digit width of no less than 70 mm, a font thickness of at least 20 mm and a space between the numbers of at least 10 mm.

- MiniGP 100 – black in a white background.
- Superstock 125 - Orange in a white background
- Superstock 300 - Orange in a white background
- Street-Street, Street-Superbike, Super-street White number in a black background
- Pretendent: Green numbers in a white background.
- B600 and B1000: Red numbers in a white background.
- Supersport: Blue numbers in a white background.
- Superbike: Black numbers in a white background.
- SeniortTT: Blue numbers in a white background.

## 2.5. Protective clothing and helmets

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.

Riders must also wear leather gloves and boots, which with the leather suit provide complete coverage from the neck down.

Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

**Use of a additional back protector is compulsory** for all drivers in any class.

Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

Helmets must be of the full face type (integral) and conform to one of the recognised international standards.

Orderly wearable equipment (without any damage): helmet with “double D” ring fastener (recommended) motorcycle boots, motorcycle gloves, motorcycling outfit and back and spine guard are all necessary.

## 3. Liability

Neither the BMA, the contractual BMA promoter, the Officials, nor the Organiser may be held responsible for any damage sustained by a racing or reserve motorcycle taking part in an official meeting or by its accessories or other equipment during the meeting or the practices, howsoever caused, either by fire, accident, theft, deterioration or by any other means.

The participant in an official meeting exonerates the BMA, the BMA promoters, the organisers and the officials, their employees and officers and agents from any and all liability for any loss, damage or injury which he may incur in the course of an official meeting or the training thereof, except under the provisions in Furthermore, the participant undertakes to indemnify and hold harmless the BMA, the BMA promoters, the organisers and officials, the employees, officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable.