



Mekonomen

62

BIO

BaTCC
Baltic Touring Car Championship

RIGA

GRAND FINALS

22-24 SEP

BIKERNIEKI RACE TRACK



THE BATTLE FOR
KING OF THE NORTH

RIGA, SEPTEMBER 22-23
LEGENDS

RIGA

GRAND FINALS

TIME TABLE



LATVIJAS
AUTOMOBILU
FEDERĀCIJA

NEZ

SATURDAY 23.09.2023

9:45 ABC RACE + V1600 R1 10 LAPS

10:20 BTC1/2/3 R1 10 LAPS

11:00 KON LEGEND CARS R1 8 LAPS

11:30 GT/BTC4 + TCR R1 14 LAPS

12:10 BMW 325 CUP R1 14 LAPS

12:40 LUNCH BREAK

13:30 KON LEGEND CARS R2 8 LAPS

14:00 ABC RACE + V1600 R2 10 LAPS

14:35 BTC1/2/3 R2 10 LAPS

15:10 GT/BTC4 + TCR R2 14 LAPS

16:00 BMW 325 CUP R2 14 LAPS

16:40 KON LEGEND CARS R3 8 LAPS

19:00 RIGA GRAND FINALS 2023 AWARDS CEREMONY



RIGA

GRAND FINALS

TIMETABLE

SUNDAY 24.09.2023

11:00 NEA R 2 HOURS

13:15 BEC4H Q -

13:30 LUNCH BREAK

14:10 BEC4H GRID TIME -

14:30 BEC4H R 4 HOURS

19:00 RIGA GRAND FINALS 2023 AWARDS CEREMONY






















































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
No	Class	Name Surname	Race Car	Team
2	BMW 325 CUP	KARLIS OZOLINS	BMW 325 E91	DECVIELA MOTORSPORT
3	BMW 325 CUP	ROMET REISIN	BMW 325 E90	EST 1 RACING
5	BMW 325 CUP	EIVIDAS SITAVICIUS	BMW 325 E90	
7	BMW 325 CUP	PAULIUS URBONAVICIUS	BMW 325 E92	ŽAIBELIS
8	BMW 325 CUP	GINTS DZENIS	BMW 325 E90	
9	BMW 325 CUP	NORMUNDS DOBUMS	BMW 325 E90	
10	BMW 325 CUP	LEO MESSENGER	BMW 325 E90	SPINS / RODE RACING
14	BMW 325 CUP	MARTINS ZIRNĪTIS	BMW 325 E90	ATTO
15	BMW 325 CUP	VILIUS REŠKEVIČIUS	BMW 325 E90	BALTIC KARTING ACADEMY
17	BMW 325 CUP	ARTJOMS KOCLAMAZASVILI	BMW 325 E90	
19	BMW 325 CUP	JĀNIS HORELIKS	BMW 325 E90	PROKLIMĀTS
21	BMW 325 CUP	MATISS MEZAKS	BMW 325 E90	
22	BMW 325 CUP	ARTURS SARMA	BMW 325 E92	SPINS / RODE RACING
23	BMW 325 CUP	KRIS MANNAMA	BMW 325 E90	KRAUMAN MOTORS
24	BMW 325 CUP	PAVEL BESKROVNDI	BMW 325 E90	KRAUMAN MOTORS
25	BMW 325 CUP	GIRTS DAUGAVINS	BMW 325 E90	PAPA'S SACĪKŠU KOMANDA
27	BMW 325 CUP	POVILAS BONKEVIČIUS	BMW 325 E90	KTK RACING DIVISION
28	BMW 325 CUP	VADIMS OZOLS	BMW 325 E90	
30	BMW 325 CUP	ULDIS TIMAKS	BMW 325 E90	PAPA'S SACĪKŠU KOMANDA
32	BMW 325 CUP	RIČARDS ŠUBECKIS	BMW 325 E90	PAPA'S SACĪKŠU KOMANDA
33	BMW 325 CUP	RAMUNAS GRIGAITIS	BMW 325 E90	
34	BMW 325 CUP	JULIUS KIRSIS	BMW 325 E90	DREAM 2 DRIVE
35	BMW 325 CUP	DONATAS JUČIUS	BMW 325 E90	DREAM 2 DRIVE
36	BMW 325 CUP	JUKKA SOIMETSÄ	BMW 325 E90	SPECIAL STAGE MOTORSPORT
37	BMW 325 CUP	ERIKA ARKUŠAUSKAITĒ	BMW 325 E90	
41	BMW 325 CUP	MATISS MALINOVSKIS	BMW 325 E90	
42	BMW 325 CUP	ANDRIS ČATS	BMW 325 E90	
46	BMW 325 CUP	PETRI SEPPÄLÄ	BMW 325 E90	SPECIAL STAGE
48	BMW 325 CUP	KAROL WYKA	BMW 325 E90	
55	BMW 325 CUP	OLIVIER VILLENEUVE	BMW 325 E90	SPINS / RODE RACING
56	BMW 325 CUP	HEIKKI WAHLROOS	BMW 325 E90	SPECIAL STAGE MOTORSPORT
63	BMW 325 CUP	KRISJĀNIS OŠKERKO	BMW 325 E92	SPINS / RODE RACING
65	BMW 325 CUP	ALGIRDAS GELŽINIS	BMW 325 E92	KTK RACING DIVISION
66	BMW 325 CUP	EGIDIJUS GRAŽYS	BMW 325 E90	BALTIC KARTING ACADEMY
67	BMW 325 CUP	DARIUS GAIDULIONIS	BMW 325 E90	DREAM 2 DRIVE
68	BMW 325 CUP	SAULIUS VITKAUSKAS	BMW 325 E90	
69	BMW 325 CUP	VILNIS BATRAIKS	BMW 325 E90	
71	BMW 325 CUP	JANIS UBELIS	BMW 325 E90	DECVIELA MOTORSPORT
77	BMW 325 CUP	MARIUS GRIGAITIS	BMW 325 E90	
81	BMW 325 CUP	KARL LANG	BMW 325 E90	TREKTAL RL RACING
82	BMW 325 CUP	KRISTO KRINPUS	BMW 325 E90	TREKTAL RL RACING
83	BMW 325 CUP	DMITRIJS GORNEVS	BMW 325 E90	SPINS / RODE RACING
84	BMW 325 CUP	EDGARS MŪRNIĒKS	BMW 325 E90	
88	BMW 325 CUP	JĀNIS HĀNS	BMW 325 E92	LV RACING
90	BMW 325 CUP	ATIS VEISMANIS	BMW 325 E90	PAPA'S SACĪKŠU KOMANDA
93	BMW 325 CUP	DOMANTAS VARNYS	BMW 325 E90	
95	BMW 325 CUP	ENAR-KLAUS KUNMAN	BMW 325 E92	
99	BMW 325 CUP	ALEX REIMANN	BMW 325 E92	ESTI RACING
111	BMW 325 CUP	IZIDORIUS PAUKSTYS	BMW 325 E90	TOPSPORT
117	BMW 325 CUP	AURIMAS MISTAUTAS	BMW 325 E90	DREAM 2 DRIVE
146	BMW 325 CUP	MĀRTIŅŠ LAPINŠ	BMW 325 E92	LV RACING

	No	Class	Name Surname	Race Car	Team
	 411	BMW 325 CUP	EMILIJA ULVYDAITĖ	BMW 325 E90	KTK RACING DIVISION
	 5	BTC1	DOVYDAS AKSTINAS	RENAULT TWINGO RS	
	 8	BTC1	VIDMANTAS POCIŪNAS	MAZDA MX5	LENKTYNIŲ INŽINERIJA
	 69	BTC1	LAURYNAS SIMONAVICIUS	HONDA CIVIC	
	 77	BTC1	AUDRIUS LIUTKEVIČIUS	HONDA CIVIC	
	 3	BTC2	ANTTI JARTSEV	HONDA INTEGRA TYPE-R	RACE.ATTACK
	 9	BTC2	KAIRO KALLAS	HONDA CIVIC	ERKI SPORT
	 10	BTC2	ANDRIUS KEBLYS	HONDA CIVIC	ALKO BUDYSS
	 21	BTC2	IGNAS ZABIELA	TOYOTA GT86	ZABIELA RACING
	 24	BTC2	TADAS JONAITIS	HONDA CIVIC	ALKO BUDYSS
	 44	BTC2	TADAS PETUKAUSKAS	HONDA CIVIC	
	 55	BTC2	KASPARAS SKYRELIS	HONDA S2000	ALKO BUDYSS
	 59	BTC2	ARNIS BAUMANIS	HONDA CIVIC	
	 88	BTC2	SIMO LIND	HONDA CIVIC	
	 99	BTC2	VYGANTAS JANUSKIS	HONDA CIVIC	
	 7	BTC3	JUSTAS GUDAVIČIUS	MAZDA MIATA	
	 13	BTC3	TOMAS JATKEVIČIUS	BMW 318	
	 22	BTC3	RUSLANS RILCINS	BMW 330	
	 27	BTC3	MAKSIM AVDEJENKOV	BMW E46	OSMO RACING
LATVIA	 67	BTC3	RINALDS PUTNINS	BMW 320	
LATVIA	 68	BTC3	ARVIS PUTNINS	BMW 328	
LITHUANIA	 84	BTC3	GEDIMINAS BILINSKAS	BMW 320D	
LITHUANIA	 86	BTC3	ARTŪRAS KLIOBAVIČIUS	BMW 325TI	
LITHUANIA	 123	BTC3	VAIDAS BUDRYS	BMW 123D	
LITHUANIA	 16	BTC4	AIVARAS REMEIKA	AUDI A3	NORLIN
LITHUANIA	 15	BTC4	RAMUNAS CAPKAUSKAS	CUPRA DSG	
LATVIA	 20	BTC4	ARTURS ŠIMINS	PEUGEOT 308 RC	ORLEN LIETUVA MAZEIKIU ASK
LATVIA	 27	BTC4	EMILS JAKRINS	BMW M3 E90	
LITHUANIA	 44	BTC4	ANDRIUS BAUBLYS	SEAT LEON	
LITHUANIA	 44	BTC4	JONAS JANCEVICIUS	SEAT LEON	
LATVIA	 69	BTC4	IKARS PUTNINS	AUDI A4	
LITHUANIA	 7	BGT PRO	AUDRIUS STASIULEVIČIUS	PORSCHE 911.1	KTK RACING DIVISION
FINLAND	 16	BGT PRO	MIKA MÄKINEN	MB C63 AMG	MIKARACING
LITHUANIA	 63	BGT PRO	IGNAS JOMANTAS	MERCEDES-BENZ AMG GT3	ES MOTORSPORT
LITHUANIA	 71	BGT PRO	AURIMAS JABLONSKIS	AUDI R8 LMS GT3 EVO II	JUTA RACING
LITHUANIA	 72	BGT PRO	JONAS KARKLYS	AUDI R8 LMS GT3 EVO II	JUTA RACING
FINLAND	 73	BGT PRO	JYRKI PELTOLA	CHEVROLET CORVETTE C6	PELTOLA RACING
LITHUANIA	 78	BGT PRO	LUKAS LAUKAITIS	LAMBORGHINI HURACAN ST EVO	
FINLAND	 81	BGT PRO	TURO LEVÄNEN	PORSCHE 997 GT3 CUP	TURO'S TEAM
LITHUANIA	 91	BGT PRO	PAULIUS ZADEIKA	PORSCHE 911 GT3 CUP 992	PORSCHE BALTIC
LITHUANIA	 91	BGT PRO	DOMAS RAUDONIS	PORSCHE 911 GT3 CUP 992	PORSCHE BALTIC
LITHUANIA	 92	BGT PRO	TAUTVYDAS RUDOKAS	PORSCHE 911 GT3 CUP 992	PORSCHE BALTIC
LITHUANIA	 180	BGT PRO	GEDIMINAS BAKSYS	NISSAN 180SX	
LITHUANIA	 4	BGT AM	DARIUS GAUCIUS	PORSCHE CAYMAN GT4 CS	
GREAT BRITAIN	 7	BGT AM	DREW HOLLAND	GINETTA G55	
LITHUANIA	 16	BGT AM	AIVARAS REMEIKA	AUDI A3	
FINLAND	 31	BGT AM	TUOMAS KIVISTÖ	CHEVROLET CAMARO	
LITHUANIA	 33	BGT AM	TAUTVYDAS LASAS	BMW M3	
LITHUANIA	 45	BGT AM	GABRIELIUS KRIKŠČIUNAS	BMW M4	DREAM 2 DRIVE
FINLAND	 47	BGT AM	JYRKI JONKKARI	BMW M3 E92	
FINLAND	 100	BGT AM	MIKA VIRTANEN	RENAULT MEGANE TROPHY	

	Nº	Class	Name Surname	Race Car	Team
LITHUANIA	 333	BGT AM	LAURYNAS KRIKSCIUNAS	BMW M4	DREAM 2 DRIVE
LITHUANIA	 13	TCR	TOMAS URBONAVICIUS	AUDI RS3 LMS TCR	DMK RACING
LITHUANIA	 33	TCR	DARIUS ZITLINSKAS	CUPRA LEON	SODERUS
ESTONIA	 34	TCR	PEETER PEEK	HONDA CIVIC TYPE R TCR - FK7	ALM MOTORSPORT
ESTONIA	 79	TCR	SVEN KARUSE	HONDA CIVIC TYPE R TCR - FK7	ALM MOTORSPORT
LATVIA	 888	BMW 116 TROPHY	ELVIS TURĀNS	BMW 116	
LATVIA	 11	V1600	ARVIDS RUMBENS	SUZUKI SWIFT	
LATVIA	 12	V1600	RAIVIS MEILANDS	FORD FIESTA	PAPA'S SACĪKŠU KOMANDA
LATVIA	 27	V1600	LELDE DEMBOVSKA	MINI ONE	LDV RACING
LATVIA	 88	V1600	EDGARS KARLSONS	BMW 116	PAPA'S SACĪKŠU KOMANDA
LATVIA	 116	V1600	ERNESTS EGLITIS	BMW 116i E87	MOTORSPORTFORCETEAM
LATVIA	 227	V1600	KASPARS RUDMIEZIS	HONDA CIVIC	
LATVIA	 1	ABC RACE	JĀNIS HĀNS	TOYOTA YARIS	
LATVIA	 2	ABC RACE	KRISTAPS STIKUTS	TOYOTA YARIS	
LATVIA	 8	ABC RACE	THIAGO CARVALHO	TOYOTA YARIS	
LATVIA	 9	ABC RACE	DARJA SEPTEMBERGA	CITROEN C2	
LATVIA	 11	ABC RACE	ĒRIKS VOITS	HONDA CIVIC	
LATVIA	 17	ABC RACE	ANDRIS LIELGALVIS	HONDA CIVIC	
LATVIA	 18	ABC RACE	ROBERTS OZOLIŅŠ	PEUGEOT 106	
LATVIA	 22	ABC RACE	MĀRTIŅŠ RIEKSTIŅŠ	TOYOTA YARIS	
LATVIA	 23	ABC RACE	KRISTERS SALIŅŠ	RENAULT CLIO	
LATVIA	 25	ABC RACE	DANIĒLS UNGURS	HONDA CIVIC	
LATVIA	 37	ABC RACE	VIESTURS OZOLS	TOYOTA YARIS	
LATVIA	 84	ABC RACE	ARTŪRS DAŅĪĻEVSKIS	PEUGEOT 206	
LATVIA	 85	ABC RACE	MĀRTIŅŠ PUTNIŅŠ	MINI ONE	
LATVIA	 96	ABC RACE	ALEKSANDS POCILUIKO	OPEL CORSA	
LATVIA	 111	ABC RACE	KRISTAPS LAIPNIEKS	TOYOTA YARIS	
LATVIA	 14	ABC RACE	MAREKS BAUMANIS	SEAT IBIZA	
LATVIA	 26	ABC RACE	KĀRLIS KRIĶIS	PEUGEOT 106	
LATVIA	 69	ABC RACE	RAIMONDS CACURS	CITROEN SAXO	
LATVIA	 74	ABC RACE	EDVINS VANSOVIČS	HONDA CIVIC	
LATVIA	 77	ABC RACE	VILNIS VUĻS	HONDA CIVIC	

BEC4H

Baltic Endurance Championship

Nº	Class	Team	Race Car
 56	BMW 325 CUP	SPECIAL STAGE MOTORSPORT	BMW E90 325
 11	DIESEL	ANTEJA RACING TEAM	BMW 135D
 46	DIESEL	SPECIAL STAGE MOTORSPORT	BMW E90 335D
 69	DIESEL	DVARAS RACING	BMW E92
 720	DIESEL	TEAM R2M	BMW E46 335D
 7	GT AM	DHR - RC COLA-AUTOVESTA	GINETTA GT4 G55
 55	GT AM	NANOSUN BY TARZANIJA RACING	AUDI S4
 333	GT AM	DREAM2DRIVE	BMW M4
 63	GT PRO	STATETA BRO BY HEIDELBERG MOBILE	MERCEDES-BENZ AMG GT3 EVO
 71	GT PRO	JUTA RACING	AUDI R8 LMS GT3 EVOII
 72	GT PRO	JUTA RACING	AUDI R8 LMS GT3 EVOII
 3	PORSCHE GT3 CUP	ALM MOTORSPORT	PORSCHE GT3 CUP 992
 20	PORSCHE GT3 CUP	RELAA RACING	PORSCHE GT3 CUP 992
 23	PORSCHE GT3 CUP	ICEBOYS RACING	PORSCHE GT3 CUP
 33	PORSCHE GT3 CUP	SPP RACING	PORSCHE GT3 CUP 992
 20	TC2	ORLEN LIETUVA-MAŽEIKIŲ ASK	PEUGEOT 308
 33	TC2	NEOMATIC BY KRAUMAN MOTORS	BMW 325
 95	TC2	VINEDA RACING	BMW 325
 746	TC2	MEISTER RACING TEAM & LGT	BMW 325 COMPACT
 13	TC3	ACITOO.COM BY DMK RACING TEAM	AUDI RS3 LMS
 15	TC3	ALBE ALLIANCE RACING TEAM	SEAT CUPRA
 44	TC3	HEMI RACING BY STATOMENAS	SEAT LEON
 79	TC3	ALM MOTORSPORT	HONDA CIVIC FK7 TCR
 111	TC3	SODERUS RACING	CUPRA LEON
 121	TC3	LV RACING	AUDI RS3 LMS GEN 2
 555	TC3	CONE FOREST MOTORSPORT	BMW M3 E36

Nº	Class	Team	Race Car
11	ABC RACE	ZĀBAKI	HONDA CIVIC
22	ABC RACE	JV RACING ACADEMY	TOYOTA YARIS
23	BMW 325 CUP	RALLY RAID ESTONIA BY KRAUMAN MOTORS	BMW 325
24	BMW 325 CUP	KRAUMAN MOTORS	BMW E90
25	BMW 325 CUP	PAPAS SACĪKŠU KOMANDA	BMW 325
31	BMW 325 CUP	EST 1 RACING	BMW E90
32	BMW 325 CUP	TEAM 32	BMW E90 325I
33	BMW 325 CUP	DREAM2DRIVE	BMW 325
41	BMW 325 CUP	TEAM 41	BMW E90
56	BMW 325 CUP	SPECIAL STAGE	BMW 325
99	BMW 325 CUP	EST1 RACING 99	BMW E92
36	BMW 325 CUP	KTK RACING - RENT325CUP.COM	BMW E90
40	BMW 325 CUP	KTK RACING DIVISION	BMW E90
8	BTC1	LENKTYNIU INZINERIJA	MAZDA MX5
81	BTC1	ACAP RACING	TOYOTA COROLLA
116	BTC1	MKM RACING	BMW 116
121	BTC1	DMK RACING TEAM BY EUROLINT	HONDA CIVIC
3	BTC2	RACE.ATTACK	HONDA INTEGRA TYPE-R
24	BTC2	ALKO BUDYSS POLAND EDITION	HONDA CIVIC
88	BTC2	LIND RACING	HONDA CIVIC
96	BTC2	AUTOKASLITA	HONDA S2000
11	BTC3	BTR	BMW E36
20	BTC3	ORLEN LIETUVA MAZEIKIU ASK	PEUGEOT 308 RC
30	BTC3	DIESEL POWER	BMW 320 D
33	BTC3	NEOMATIC BY KRAUMAN MOTORS	BMW 325
42	BTC3	HEMI RACING BY STATOMENAS	AUDI A4
46	BTC3	BROSFARMA-LOGISTASLT	BMW E46
55	BTC3	GS SPORT AND REPAIR	BMW 330
69	BTC3	DVARAS RACING	BMW E92
73	BTC3	PORSCHE ESTONIA	BMW 325
79	BTC3	REINUP MOTORSPORT	BMW E36 M3
87	BTC3	RS RACING TEAM	BMW E36 325
15	BTC4	ALBE ALLIANCE RACING TEAM	CUPRA D5G
17	BTC4	ANJESE BY D2D	BMW M3
23	BTC4	SKAYLING RACING	VOLKSWAGEN
44	BTC4	HEMI RACING BY STATOMENAS	SEAT LEON
95	BTC4	ENERGIZER RACING BY KRAUMAN MOTORS	VW GOLF GTI
99	BTC4	AUTORALIS	SEAT IBIZA
111	BTC4	SODERUS RACING	CUPRA D5G
888	BTC4	FOXTAIL RACING	BMW E46

LEGENDS

BATTLE FOR KING OF THE NORTH

Nº	Class	Team	Race Car
 8	LEGENDS	MATTHIAS STROMBERG	FORD 34 SEDAN
 13	LEGENDS	MIIKKA RIIHIMAA	FORD 34 COUPE
 16	LEGENDS	SAMU PALOMÄKI	FORD 34 SEDAN
 23	LEGENDS	HENRI TUOMAALA	FORD 34 SEDAN
 24	LEGENDS	TUOMAS PLOSILA	FORD 34 SEDAN
 27	LEGENDS	MICKE NYMAN	FORD 34 SEDAN
 29	LEGENDS	CHARBEL JOMHA	FORD 34 SEDAN
 31	LEGENDS	LEEVI LINTUKANTO	FORD 34 SEDAN
 34	LEGENDS	NICKLAS LINDBERG	FORD 34 SEDAN
 38	LEGENDS	NIKO NYLUND	FORD 34 SEDAN
 47	LEGENDS	ERIK BLIXT	FORD 34 SEDAN
 52	LEGENDS	MARKO KILPIÄ	FORD 34 SEDAN
 56	LEGENDS	LINUS BJORKMAN	FORD 34 SEDAN
 59	LEGENDS	OSCAR LINDBERG	FORD 34 SEDAN
 67	LEGENDS	WILLIAM GUNNARSSON	FORD 34 SEDAN
 72	LEGENDS	ARTO OJARANTA	FORD 34 COUPE
 86	LEGENDS	NICO TIKKINEN	FORD 34 SEDAN
 94	LEGENDS	SAMI TALVITIE	FORD 34 SEDAN
 96	LEGENDS	ADAM AXELSSON	DODGE 37 COUPE
 99	LEGENDS	DENNIS BYQVIST	FORD 34 SEDAN
 121	LEGENDS	VALTERS ZVIEDRIS	FORD 34 COUPE
 169	LEGENDS	ERIK SEPPÄNEN	FORD 34 SEDAN
 -	LEGENDS	KALLE MERISALO	FORD 34 COUPE



HISTORY

The Baltic Touring Car Championship was founded in 2000 by Lithuanian, Latvian and Estonian Automobile federations to unite best circuit racing drivers under one championship. Up until 2015 each of the series event was organized by a different promoter. From 2015 all events are organized by SIA "Venta Event", unifying rules, personnel and branding of the championship.



BALTIC TOURING CAR CHAMPIONSHIP

EVENTS & PARTICIPANTS

The championship usually consists of 5-6 events in Latvia, Lithuania, Estonia and Finland with racers from all those countries joined by guests from France, Great Britain, Denmark and other countries. The series has grown significantly in recent years, in "Parnu Summer Race" on August 2022, 153 unique participants entered the race in various classes, so far the biggest number of participants that surely will be beaten in this season!

5-6
events

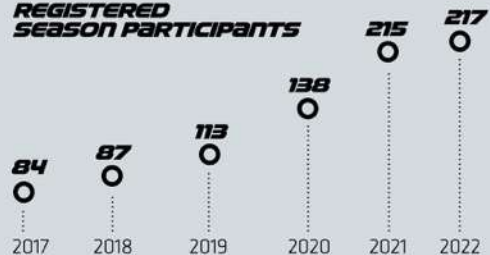
153
unique
participants*

* In "Parnu Summer Race" on August 2022, 153 unique participants entered the race in various classes.

ENDURANCE

The most prestigious class within the series is Baltic 6h Endurance Championship where teams consisting of 2-4 drivers compete in a 6h endurance race where the car has to be fast and reliable and team work of every member has to be the best possible to fight for the win in the race!

REGISTERED SEASON PARTICIPANTS



CIRCUIT RACING

Classic circuit racing with two race heats consisting of 10-14 laps each has a big variety of racing classes - ranging from low powered touring cars, historic Formulas and to factory built Lamborghinis and Porsches.

2023 RACETRACKS

RIGA, LATVIA

BIKERNIEKI

A legendary race track built in 1966 and renovated from time to time. High speed race track with several blind corners. Tricky one and rarely forgives driver errors. Very fun to drive for racers but also quite bumpy.

Length

3 662 m

Width

10 - 16 m



ABSOLUTE
TRACK RECORD

1:14.093

FORMULA 3

Haralds Slegelmilhs

1:18.472	GT	K.Siksnelis	Porsche GT3 CUP 992
1:33.367	BMW 325 CUP	V.Zviedris	BMW 325 E92
1:23.152	TCR	S.Karuse	HONDA TCR - FK7





PÄRNU, ESTONIA

PORSCHE RING

Porsche ring holds the FIA Grade 4 license and is the most modern and safe racetrack in the Northern Europe with wonderful facilities safety around the track. The track configuration provides excellent racing, asking from drivers to go at maximum pace all of the time.



Length
3 200 m

Width
12 - 16 m

ABSOLUTE
TRACK RECORD

1:11.579

FORMULA RENAULT

Martin Rump

1:12.501	GT	Sim Racer	Lamborghini Huracan ST
1:29.468	BMW 325	V. Zviedris	BMW 325 E92
1:18.010	TCR	S. Karuse	HONDA CIVIC TYPE R TCR - FK7



KAUNAS, LITHUANIA

NEMUNO ZIEDAS (KACERGINE)

The mini Nordschleife of Baltics, high speed racetrack with fast corners and huge elevation changes. The driver has to be both precise and without fear to reach good lap times. Very specific but interesting race track.

Length
3 301 m



ABSOLUTE
TRACK RECORD

1:09.943

MITSUBISHI EVO VIII

Arunas Geciauskas

GT	1:09.943	A. Geciauskas	Evo VIII
BMW 325	1:20.990	K. Jovaisa	BMW 325 E92



HAVE YOU HEARD ABOUT **BATCC-STORE.EU**

The roots of BaTCC store can be traced back to the spring of 2019 when began the development of an online store and the first ideas of designs came to mind, but in august the store celebrated its official launch, shortly before Riga Summer Race 2019. We are proud to say that we were one of the first online stores in Baltics to create a merchandise shop dedicated to Touring car racing. One of our main objectives and goals is to promote the name of Baltic Touring Car Championship to the whole world with our line of merchandise - clothing and accessories. BaTCC merchandise has travelled as far as United States, Germany, Sweden, Finland and even more. During the Championship season's biggest competitions, you can find us at our pop-up tent, where you have the opportunity to meet with us and view our merchandise items on the spot, maybe even purchase a memorable item or a gift for the occasion that is the ongoing Championship.

In our assortment you can find clothing for children, adults both male and female and accessories for everyday use with BaTCC official design.

Also, did you know that almost all of our created designs actually are a part of historic event? Our design shapes already shows up in the racing competitions, where a photographer captures a great moment of the race, then we select a potential design image from thousands of images, which is then processed by one of the most talented graphic designers in Latvia, but maintaining the authenticity of the image without changing the car positions or adding extra cars.



batcc_store



@batcc_store



@batccstore



PORSCHE GT3 CUP REBORN

For nearly 30 years Porsche GT3 Cup has been a very popular series and one of the strongest marketing tools for the Stuttgart brand. It's still a support series for Formula-1 races and the popularity, availability and great racing on track has ensured successful local and regional series around the world - Germany, France, USA, South America, Australia, Scandinavia and also Finland and NEZ region.

For several seasons fans in Riga and Parnu could see the Porsche NEZ racing series battling out on the track but the pandemic cut the plans short for 2020 and 2021 when racing took place only in Finland. With the newly introduced Porsche GT3 CUP 992 generation, the series has kickstarted with participants joining in from Estonia and Lithuania and new cars from Finland which will make this an exciting and interesting season.

DeWALT Grand Prix in Riga and Parnu Summer Race in August. With four additional races in Finland and Estonia.

PORSCHE SPRINT CHALLENGE NEZ

CALENDAR, 2023

 **RATA SM**
19-20 MAY / ALASTARO

 **DEWALT GRAND PRIX**
09-10 JUN / BIKERNIEKI

 **PORSCHE WEEKEND ESTONIA**
30 MAY-01 JUL / PORSCHE RING

 **PORSCHE CLUB FESTIVAL FINLAND**
28-29 JUL / ALASTARO

 **PARNU SUMMER RACE**
18-19 AUG / PORSCHE RING

 **PORSCHE SPORTS CUP WEEKEND**
01-02 SEP / KYMIRING



TCR

A PATH TO WORLD CHAMPIONSHIPS



TCR is a unique and a very successful idea of touring car racing implanted in 2014 with the regulations used in various regional and national racing series around the World, including the FIA World touring car cup. TCR Touring Cars are front-wheel drive cars based on 4 or 5 door production vehicles and are powered by 1.75 to 2.0 litre turbocharged engines. While the bodyshell and suspension layout of the production vehicle is retained in a TCR car, and many models use a production gearbox, certain accommodations are made for the stresses of the racetrack including upgraded brakes and aerodynamics.

"The TCR is a proper race car built by factories for an affordable budget if we look how much racing costs in Europe. It's an expensive racing tool in the Baltics but it's the same car that touring car aces use in the World Touring car cup! We are very happy that we managed to seal the deal in 2019 and become the official TCR series and we continue this further on – as we believe it's a great way for talented race drivers to compete and try their performance before going to Europe or some other TCR races to build up their careers in touring car racing," says Andis Meilands.

In the BaTCC series it's possible to enter 6h endurance race in TCR class aswell in sprint racing with cars according to the TCR technical regulations and bulletins. The BaTCC series use Hankook slick tires as several other TCR series around the world.

The inaugural BaTCC TCR started with a massive interest with 11 cars entered and 9 cars on the grid for the first ever TCR sprint race in DeWALT Grand Prix. Both races were won by the legend Ramunas Capkauskas. While on endurance grid 8 cars were participating.

2019 TCR Sprint racing championship was won by Dziugas Tovilavicius(188 points) with VW Golf GTI TCR SEQ car, followed by Julius Adomavicius(176 p) and Ramunas Capkauskas(129 p). Dziugas made his debut in 2020 in ADAC TCR series, claiming one podium and 7th overall.

2019 Endurance series was won by DHL Racing with Cupra DSG (178 points) followed by Dream2Drive (166 p) and Skuba Racing Team(166 p).

There were total of 13 entries in TCR Sprint racing classification and nine in the 6h endurance series.

In 2020 only one race was held due to the Covid pandemic and no championship for this class.

2021 was a massive battle of Valters Zviedris and Mikk Maaten for the sprint title. Zviedris became the champion beating his opponent by 43 points. Third place going in hands of Kestutis Stasionis.

The 2021 BEC 6h Endurance was won by Noker Racing Team (Golf GTI TCR SEQ) who won the series with 220 points, beating ALM Customer Racing and LV Racing teams.

In 2022, Ivars Vallers from LV Racing was dominating force in sprint races, while Black Rose Racing team from Finland, at last found the glory winning the 6h series.

BMW 325 CUP

SUCCESS STORY

IN BALTIC MOTORSPORTS



The BMW 325 CUP had the biggest and strongest competition in 2021 among any motorsports discipline in the Baltic States as 54 different racers from four different countries collected points across the season's five events!

"Such a fantastic number of participants, including complete rookies and seasoned veterans means that racers are hungry for equal battles with equal machinery on the racetrack inside a reasonable racing budget. Leaving to determine the best on the track, not in a garage or with biggest expenses to make the car go faster. Also, seeing the chatter in the offseason it's clear that the participants number will go up also next season meaning that the battles on the track without compromises!" says Andis Meilands, promoter of the Baltic Touring Car Championship.

If during the 2020 campaign we saw 14 entries in the season standings, then already on the first event, the "DeWALT Grand Prix" 33 drivers from Lithuania, Latvia and Estonia lined up on the grid. But on the third event of the season a unique number of participants in the Baltic Motorsports – 42 lined up on the grid. The popularity and success formula of the class is also noticed by colleagues in other countries. There is a discussion in Finland of including this class in the local series, while in Sweden the local BMW club is ready to develop the class in Sweden. If that succeeds, that means the secondary market for cars will grow.

One of the main reasons for popularity is clear, understandable but also quite strict technical regulations, that leaves little space for technical innovations and solutions, leaving no other choice but to make bigger emphasis on practices and car set up. In technical checks, special attention is made to engine parameters with

data loggers. This process is monitored by data engineer from Finland Sami Oja: "The BMW 325 Cup of BaTCC ticks all the boxes of great stock car series. It has a rock-solid BMW base car with fine handling and cost-effective mechanics. The competition on track is levelled by performance ballasts and at this level extraordinarily AiM Solo 2 DL scrutineering data logger which can log data of BMW ECU and driver's performance. And this all create close competition between the whole field of 40-50 cars & drivers. But the most important factor for success and future of the series is commitment and urge for continuous improvement of the BaTCC BMW Cup organisation team."

The promoters are looking for all the options to reduce chances for competitors to improve the performance of the cars. From 2022 season brake pads are also mono and completely equal for every participant, levelling the performance of the cars on track even more. Besides brake pads, also suspension parts, brake discs and tires will be the same.

The 2021 season standings was won by Lithuanian Karolis Jovaiša, collecting 460 points. After first two, not so successful events, Jovaiša dominated the next events – winning five out of six races and finishing second in the other race. The second and third place in the standings was taken by circuit racing rookies – vicechampion Edvinas Zadeikis, third place – Krisjanis Oskerko from Latvia.

In a separate standings for rookies, respectively it was won by Zadeikis, runner up Oskerko, while third went to Edgars Murnieks. The fastest among ladies was Carmen Kraav, while in Masters standings (racers 45 of age and older), the fastest one was Remo Raudsepp.

The 2022 season standings was won by Latvian Valters Zviedris with 438 points beating 2021 champ Karolis Jovaiša. The third place in the standings was taken by Estonian Romer Reisin from EST1 Racing team.

In the separate standings for rookies, the TOP3 was following: 1st place went to Krisjanis Oskerko, followed by Egidijus Grazys and Pavel Beskrovnoi. Masters class for racers 40 years and older was won by Matiss Mezaks, followed by two more legends Ramunas Capkauskas and Uldis Timaks. Ladies class trio: Carmen Kraav, Emilija Ulvydaite and Erika Arkusauskaite.



STOP DREAMING — START RACING!

***DETAILED REVIEW
OF COSTS FOR
RACING IN BATCC***

Circuit racing is the most prestigious discipline of Autosport in the world and in recent years it has also been growing a lot in the Baltic States with a growing number of participants and spectators at the track or by the TV screens. But circuit racing is also known as the most expensive discipline. Is it true? And what really are the costs to be a participant in the Baltic Touring Car Championship?

STOP DREAMING - START RACING!

RACING CLASSES and STARTING FEES



Baltic Touring Car Championship offers various options for participants to choose budget options or professional world level racing classes both for sprint racing or endurance racing.

In sprint racing it's possible to participate in mono class series (BMW 325 CUP) or in several classes that are split in separate categories by the engine capacity – starting from 1600 ccm until unlimited engine capacity cars with slick tires. One other professional racing option is TCR class where cars from different manufacturers with identical specifications compete, the same cars that battle for the FIA World championship title. Entry fees for sprint racing classes are 250-300 EUR per event, but every racing class also has a season registration fee of 100 EUR. So, if there are four events in the season and the driver participates in every one of them, then in the entry fees he will have to pay 900 EUR. If we split that for a single event, then it's 225 EUR per race weekend, including 40 minutes of free practice and Qualifying time and two races with 10 laps distance each. In total it's around 150-160 km in race mode during the weekend.

Endurance racing splits in two options – two-hour endurance series for cars with limited engine capacity up to 3500 cm and semi slick tires or six-hour endurance championship (BEC 6H).

In BEC 6H, which is the most prestigious racing series in the Baltic States, there are several classes for various racing cars – starting from two litre cars in lowest categories and ending with Porsche and Lamborghini factory race cars in the fastest categories. 2-4 racers are allowed per team in the BEC 6H, with a maximum stint time of 70 minutes when the driver has to enter pits for a driver change. Entry fee for the 6h race is starting from 1000 EUR per event and 200 EUR season fee.

In the two hour endurance race one or two drivers are allowed per one team and the entry fee for the race is 400 EUR from a team. The series has five classes, where cars from around 100 HP engines to two litre turbo cars with around 350 HP can participate. Nankang "AR-1" model tires are mandatory for all participants.

The two hour endurance is one of the most efficient budget solutions in racing if race km are counted against the costs. Driving time for the series on track, including practices, is 160 minutes, which in Bikernieki race track is equal to around 96 laps or 345 km in race mode. This is a circuit racing series where cars from other Autosport disciplines can enter and be competitive with small adjustments to the car, as the most important aspects in the two hour endurance race is consistency and reliability of the car, not the outright speed in one lap.

Estonian team Lind Racing are the 2020 champions in the BTC2 class where the team won with the 2-litre engine Opel Astra car. One of the drivers and team's manager Simo Lind tells more: "I basically had a streetcar with a roll cage. It had a stock engine with 170 HP power output, stock gearbox, brakes, clutch and Bilstein street suspension. With this car I previously participated in the Latvian National class in sprint racing. Now, this two hour endurance race is a great option for me as the car needed really small adjustments – I put back the original fuel tank as the racing tank was too small and bought some equipment for the refuelling. With a proper strategy and consistency, and a little bit of luck, I could compete against much more powerful cars that have 250-280 HP. In a 10 lap race I wouldn't stand a chance. Sometimes I race alone, but in other races I have a second driver in the team and then we split the driving time in half and the costs for the race. On average, one weekend, all costs, including traveling, sums up to around 1500-2000 EUR but it doesn't include the car's development costs. And as we all know, race car modifications never stop. Of course, racing is racing and if the car has some technical problems or there is a crash, the costs go up. The two hour endurance race is one of the best budget options in the championship. It's low cost if we count the time and the km we get in the races against the costs. Also, there is a competition for every car so it's an interesting and fun experience. I am already preparing for the next season and I am looking for one more driver!"

BUYING A CAR, BUILD AND RENT COSTS



To build a competitive car to participate in the Baltic Touring Car Championship the participant needs to plan the budget of no less than 12000 EUR, which includes buying a streetcar, installation of a roll cage, necessary racing driver's equipment and the preparation of the car for racing.

**TO FULLY PREPARE
A BMW 325 CUP CAR FOR RACING
WILL COST AROUND
15 000 EUR**

BMW 325 CUP at the moment is the most popular racing class in the BaTCC championship, and it's possible with this car to participate in sprint racing and also in a separate class in two hour endurance series. To fully prepare a BMW 325 CUP car for racing will cost around 15000 EUR. There are options to buy a race ready car for around 20000 EUR in the race car market. Rent is also an option, with prices for one event varying from 2000 to 3000 EUR, depending on offer.

Kārlis Daube, circuit racing rookie from Latvia who built the car in several months during winter tells more: "The whole process starts with finding a donor car which we found in Lithuania, the car and transportation cost us 4300 EUR. The car went straight to rebuilding in the MKM Motorsport garage. Turning it into a race car cost me a bit less than 11000 EUR, while the whole budget for the season with one sprint racing event and one endurance race, and several test sessions cost me 18500 EUR, including car build, tires, safety equipment and various maintenance and improvement works. Of course, it's possible to reduce the budget by doing the work by yourself, but then a lot of work and personal time must be spent."

Similar estimate is presented by Povilas Bonkevičius, the manager of the "KTK Racing" team that fielded four BMW 325 CUP cars on the grid last season, and some more may join next year from the team's stable. Povilas: "It's possible to find a left wheeled BMW E90-325 car in a good condition for rebuilt for about 3500-5000 EUR, but a complete rebuild into a race car would cost around 15000 EUR, including a basic engine and chassis rebuild.

With a preparation like this the car will be fully competitive and reliable, the result on the track will be fully dependant on the driver's skill and luck. These are our prices, it's possible to do it cheaper for, if the work is carried out by yourself."

With cars from classes BMW 325 CUP, BTC2 (up to 2000ccm), BTC3 (up to 3000 ccm) and BTC4 (up to 4000 ccm) it's possible in one race weekend to participate in both sprint and endurance racing and using the same model tires. You can find some good race ready offers in race car market with BTC2, BTC3 and BTC4 cars. These classes would be the classes with lowest possible costs to start racing.

**THE PRICE OF
USED WORLD LEVEL
TCR CARS RANGE FROM
50 000 - 100 000 EUR**

The price of used world level TCR cars range from 50000 to 100000 EUR, depending on various aspects, while new cars from factories ranged from 100000 to 140000. In this case you get a top-level car identical to ones used in the World championship. These are professional, factory built race cars you can race in Baltic Touring Car Championship in sprint and endurance racing. There is a wide range of offers for renting such cars or a seat in the BEC 6h race from various teams. One race weekend in sprint racing when renting a service would cost around 7000-8000 EUR, but a seat in the endurance race with two stints (each 60-65 min) would cost approximately 6000 to 10000 EUR. In the Baltic States prices for such service are much lower than alternative offers in Western Europe and Russia.



DIRECT AND INDIRECT COSTS OF A RACE WEEKEND

Buying or building a car for racing is just the first step, the budget for costs in a race weekend must also be calculated to have a successful racing experience.

As an example, we will take the BMW 325 CUP class in sprint and endurance races. Typical race weekend is two days long – sporting checks, scrutineering and free practices on Friday, while two races are held on Saturday.

In average, for one racing weekend is necessary to have one new tire set (700 EUR per new set, but not mandatory to buy new every event), fuel (150 EUR),

mechanic (100 EUR a day), also the brake discs need to be changed from time to time (120 EUR set) and the same applies to brake pads (200 EUR per set). If the team also participates in the two hour endurance race, one more day for a mechanic is added to the budget and an additional fuel (50-100 EUR). The tire set from the sprint racing is enough to last also the 2h race. When the race is abroad, the traveling and accommodation budget comes into play.

Costs for a race weekend BMW 325 CUP in Bikernieki for Lithuanian and Estonian racers:

Position	Entry Fee	Tires (one set)	Brakes (pads and discs)	Mechanic	Fuel	Travel and Hotel	Other Costs	Total
Sprint race	300	700	100	200	150	250	200	1950
2h endurance	400	700	100	200	150	200	200	2100
Both	700	700	150	300	300	400	200	2750

The table shows approximate costs for one race weekend with a BMW 325 CUP, not taking into account technical problems of the car or accidents that may happen in motorsports.

In the next table we will take a wider look at the season costs for a BMW 325 CUP sprint racing, if the season has four events. We will take a look at three different situations: when the car is owned, the car is bought or just built, or the car is rented.

Costs for the season	Car	Entry fee	Mechanic	Tires	Brakes	Fuel	Other	License	Racers equipment	Total
Built/ bought	15 000	1200	800	2 800 700 per event	600	500	800	150	1 000	22850
Rented	10 000 (2500 eur) per event	0	0	2 800 700 per event	0	0	0	150	1 000	13950
Owned	0	1200	800	2 800 700 per event	600	500	800	150	0	6850



It can be deducted that one season in circuit racing in BaTCC series with four events when building or buying a car will cost around 23000 EUR, keeping in mind that the car can be sold for the same or similar price at any time. Rent also is a good option if the participant has no intentions to worry about the car preparation process for the races and other things related to preparation for the event, but the racer has one priority – to race! By looking at numbers, we can see that the rent is a good budget option if a racer wants to race two seasons, he spends less money and saves his time and health resources by preparing the car for every race weekend.

The costs are confirmed by Povilas Bonkevičius: “We have calculated the running costs, if we are renting a car for the whole season. For sprint racing, the amount is around 13000 EUR for four events, including car service in the race, transportation, entry fees and a new set of tires. For a 2h endurance the costs are 14000 for four events or 3500 EUR per one event where we do our job very professionally – developing the car’s setup for the track and the weather, work together with the driver to analyse the telemetry and we have a cheerful feeling in our garage – as the main thing is to have fun from the racing! While talking about the costs, I also strongly recommend having a budget for testing during the season. It will cost additional money, but it will pay back in the long term by helping to solve some technical issues that may also happen in the races and it will also help the driver to learn the track, car and setup of the car. The results will come!”

We are open for more clients for the next year – we offer car building, rent or service during the race weekend.” While talking about the costs, I also strongly recommend having a budget for testing during the season. It will cost additional money, but it will pay back in the long term by helping to solve some technical issues that may also happen in the races and it will also help the driver to learn the track, car and setup of the car. The results will come! We are open for more clients for the next year – we offer car building, rent or service during the race weekend.”

Similar costs can also be calculated in other budget classes that use semi slick tires. Also, when building a car, remember that costs for roll cage, painting and driver’s equipment are absolutely the same when building a car that costs 2000 EUR and has a 100 HP engine or building a car that costs 8000 EUR and has a 300 HP engine. The costs differ for modifications that are allowed in the respective technical regulations of the class.

CIRCUIT RACING IS A MOTORSPORTS DISCIPLINE THAT GENERATES A LOT OF ADRENALINE AND FANTASTIC EMOTIONS.

And the races are broadcasted live on TV – it’s a great way to show yourself not only to friends and family, but also to the sponsors. See you all on the track!

EDGARS

MURNIEKS

"YOU HAVE TO HAVE FUN IN RACING!"

The Baltic Touring Car Championship most popular class' BMW 325 CUP one of the most surprising discoveries was rookie Edgars Murnieks, who finished in the 3rd place in the rookie standings and 15th in the overall. So how did Edgars decide to start racing?

"My career in local motorsport started, I believe, in 2008, when I sat in the grandstands of Bikernieki and watched the drift competition. And I thought that I should try too. So, I did with my BMW "E30". Had some good results in the "Street" class where in one event I had semifinals with Kristaps Bluss, but for some reasons he went into finals. In the wintertime of that year, I had also started a serious preparation for next season, when I had a very interesting conversation with one very titled autocross racer. And after this conversation, I decided that I quit motorsports, and focus 100% on my business and family!"

Edgars is a common person in his everyday life – a farmer who spends his day behind the wheel of a harvester in the agriculture fields and leading his farm. Edgars also has a small workshop where painting jobs are done, and cars prepared for various motorsports disciplines.

"My pause in motorsports was 12 years long until I saw a video about BMW 325 CUP on the Internet. And that autosport devil woke up! As the above said things about business and family are in order and now it's time for my hobby – to have fun in circuit racing! The BMW 325 CUP intrigued me because of the simple yet strict technical regulations, clear conditions that shows the main idea – sit and race! Together with my friend Gints Dzenis we decided to join and after our first full season, we are really satisfied, and we are already preparing for the next one. And yes, building one more car so we can drive together in the 2h endurance race.

The debut season for Edgars was with a lot of experience – new tracks, high positions in Qualifying sessions and races. And some smaller and bigger race accidents with opponents on the track.

"Yes, there were some contacts. In some of them, I was just an unlucky passenger, in some there was my fault. But at the end of the day, it's just metal that is hurt and no need to be sad about it. If there are 30-40 participants on the grid you can't relax for one second and have to with maximum concentration and determination all the time. It's just logical that there are some accidents from time to time. But I believe that the culture of driving improved at the end of the season, and I think the battles on track in 2022 will be much more respectful.

I did not have huge ambitions before the previous season – the main goal was to get to know tracks, opponents and have fun! And I did all those things. But next year with the acquired knowledge I aim to try to be in TOP10 on regular basis in the races. I now know the car and it's not that simple as it seems to fast with this car. I know the tracks, at least on which side each of the corner goes. And also, I have learned the basics of driving in the track with many cars around me. I have once more realized – to have achievements, competitive lap times, you have to practice a lot and ask for some advice to more experienced racers!"

Where do I see myself in five years? If the BMW 325 CUP stays the same with strict and controllable technical rules, I see no reason to not continue racing there. The racing makes me happy and that's the most important! If I will not have fun anymore in racing, I will not drive.

"THE MOST EFFICIENT WAY
IN RACING TO SPEND MONEY,
IS TO PRACTICE!"

SVEN KARUSE

Sven Karuse knows what he is talking about – more than 10-years of experience in circuit racing and couple of more years in ice racing and supercross, but his racing fire is still on and he is having fun on the race track!

"It all started when couple of friends got together and decided to have some fun in winter with cars on tracks or on lakes. And I was one of them some 15-years ago. Ice racing for fun, ice racing competitions, supercross competition and then BMW 325i E36 CUP where I debuted somewhere around mid-pack. And slowly got myself faster until I could battle for podiums. It's impossible to start racing and hope for the podiums and race wins right away with no previous experience. So don't try to invest all available budget in the car, it's much more reasonable to go test and practice as much as you can. And, to ask for an advice from more experienced guys – use driving coaches and you will be faster right away. I did that with Martin Laur and I can suggest him to everybody."

"I have not had many victories, but my first one I remember well. It was in Riga in the 45-minute race where I drove together with Mikko Maaten. He started the race and handed me the car in 5th position in the pit-stop. I overtook one competitor on the track and Thomas Padovani, who had just started his career in the BMW CUP. And I remember thinking: "OK, it's podium and no need to push." During the driver change, I accidentally plugged out the radio wire, so when the race was over and I headed back to Parc Ferme, I was very surprised that I am the first car there! Turned out two more competitors had crashed and did not finish!"

"For various reasons – the Corona and traveling, aggressive nature of sprint racing and my age. In 2020 I and my team Reinup Motorsport decided to not go to Finland for BMW Xtreme cup races and decided to stay in Baltics to try the 2h Endurance race with my car. I am not the youngest guy on the grid anymore, so endurance fits me more now. And after two seasons in this series – I must say I like it! All of the 2h races, I have driven alone, I can keep my own pace in the races and have fun for 2 hours straight!"

Sven Karuse and team Reinup Motorsport are the 2020 Nankang 2h Endurance champions in the BMW Masters category, but for 2021 the team decided to go to BTC3 class for more competition. With one podium and a sensational pole position in the Parnu Summer Race, the team ended 5th in overall classification.

"It was clear my BMW Xtreme lacked power in this class, and I could not compete with the more powerful cars. My wife says that it's not healthy to breathe the diesel smoke from behind the fastest cars, so for 2022 I will try to be ahead of them – we are putting in an M3 engine in the car and will see what happens then."

2021 saw Sven stepping on the podium some more times in the "ALM Racing Team" in the Baltic 6h Endurance Championship with the Honda Civic FK2 car. The team finished second in TCR class and third in the overall standings!

"A TCR car is a proper racing car, built for racing. I enjoy racing in a team with my Estonian friends. As a team we had our ups and downs this season, some drama, and a lot of fun, including our victory in TCR class at the last round of the series, that ensured us podium places in the overall standings. In the team I don't have the ultimate one lap pace, but I can keep a steady and quite fast pace with used tires and be consistent lap by lap. That's my strength in the team. I will continue racing in the endurance also next year with the team. I feel I can get out of the car more and that's my target – to be faster and learn some new things."

"I race to have fun. If after the race, I am coming home without any trophies, it doesn't matter. It's nice to have them, but I race to get emotions and to spend quality time with my friends getting some adrenaline. After the races I come back relaxed and ready for my work!"





T. TUNYLA **RACING AND** **SIM RACING UNITED**

With the technologies evolving in a very rapid rate, the level of simulators of motorsports have reached the level of being a very useful and productive way to improve the level of real racing drivers (starting from F1 level) and give a realistic chance for the enthusiasts try their skills in racing in a virtual environment, which is closely simulated to the real life conditions – physics of the car handling, pedal inputs, track characteristics and much more.

Sim racing is growing year by year – from crude steering wheels and pedals some time ago to professional simulator shops around the world, various racing leagues, including for most mayor racing series and BaTCC series is not an exception. For two seasons already, racing series were held with various cars –

TCR Seats and Porsche Cayman GT4, Legends and BMW 325 CUP. The first season was won by Karolis Jovaisa(2021 BMW 325 CUP champion), second by Tauras Gudinavicius, while the latest BMW 325 CUP sim racing season was won by German Jan Nimz. Also, a separate series for real world racers was won by Finnish racer Tuomas Halonen from BEC 6H team Black Rose Racing.

How will the sim racing world continue? How big of a help is it for racers? There is no one better to answer these questions as Tauras Tunyla, a fast racer himself and one of the founding fathers of the World Sim Series platform that unites sim racing aces from all around the World in one place.



Racing and Sim racing. How close and how connected are those two in 2022?

In the upcoming season, following decades and beyond, there is no doubt that the sim racing has a major impact on driving skills of a pilot. In my opinion, if you want to be the best (and not just good), the simulator is the tool that gives the most effective result regarding price and result. A brief answer to the question, as far as you want to be the best, that's how connected are those two.

How big of a % of BaTCC drivers spend time in simulators making themselves better? Can you name some?

To this day we have a huge growth of sim racing users, based on the statistics we see on the WSS platform. Personally, knowing the real drivers, I think we already have reached 40+% of drivers from the real world more or less touching or starting to use simulators to increase their performance.

Are there examples, when a talented sim racer joins the real life racing and is fast right away? In Baltics or around the world?

Hello, maybe you don't notice our team in your racing events?! 3 years in a row we have already organized a Baltic E-sports championship which last 2 years converted into European E-sport series - Dream 2 Drive. After a lot of racing rounds, physical, psychological, and driving tests, the strongest participant gets a seat in D2D racing team. Gets off the computer screen and goes to real tracks without a restart button. Last driver who won it in 2021 was Edvinas Zadeikis - He became the vice-champion of BaTCC BMW 325 CUP series and Rookie of the year. We showed more than once, and we will show how cool sim racers are in the real world and that we have a well-developed methodology to train them effectively in the real-world racing.

How do you see the future of sim racing. How will it evolve?

At the moment more than 5 million sim racers meet online every month on different platforms. Driving simulation market size is projected to be 16 billion by end of 2026.

What are the first steps for a person who has no clue about sim racing but wants to try. How much does it cost?

I have a lot of friends and acquaintances constantly asking the same question. Quite a lot of people try sim racing for the first time using the cheapest equipment and do not understand the purpose and often say that it is nonsense.

Yes, it takes some investment to get started in sim racing, but don't overdo it. The hardware you need to have is - a PC (windows), a screen, a steering wheel, pedals. This "starter pack" usually is about 2000 EUR. Our company offers entry level simulators that can be used and enjoyed for people starting from 5000 EUR. I am always open helping anyone who wants to start racing virtually, so don't be afraid to apply - we listen, adapt, build, and deliver a race-ready simulator to your home!



matīss MEŽAKS

**FROM SMALL TOWN STREETS
OF IKŠKILE TO NURBURGRING
AND WRC CARS**

First Latvian by the wheel of WRC factory car, Latvian rally champion, first Baltic champion in BMW 325i CUP class, frequent participant in the Nurburgring circuit races, Latvian champion in VAZ class and participation in many, many autosport events in Latvia and outside borders. It's a very short description of racing driver Matīss Mežaks achievements. And this list will be supplemented..

"I guess the fact that my everyday life now is closely tied with both street and race cars is logical. My father in the 1980s participated in USSR circuit racing championship in VAZ and Formula class, and I was a part of this racing atmosphere for quite a while. My career in racing began with local karting series and this era lasted until beginning of 1990s. Besides of that, in the will 1990s in my teen years we made various "racing tracks" in the town of Ikšķile where we frequently found the edge of the grip of my father's and mother's everyday cars that we secretly took without permission. To repeat this now would be impossible and unnecessary! We also quite often sharpened our skills in the local Tobago X autocross track."

"Various sports cars were built and modified in my father's garage in 1980s. After the restoration of independence my father had one of the first privately owned car repair shops in the country. And me and my brother helped with various jobs there. I participated in the local "Winter Cup" events in the Tobago X track. With the rapid growth of the Golf Cup competition, we decided that I could also take part in the racing, and we started to prepare a Golf GTI MkII. The roll cage was put in but for financial reasons the project didn't materialize, and I did not make my debut in the "big autosport". Instead of circuit racing, I made my debut in rally."

In his first competition Matīss made his debut as a co-pilot in 1998 with VW Golf GTI MkI, driven by Ģirts Blauds. But already in the next rally event, thanks to Ģunārs Trečaks in his practice car Ford Sierra XR4 Matīss took the role of a pilot. After that a more serious vehicle followed – Ford Sierra RS Cosworth and with this car first Rally champions title was earned in 2001, then in 2002 another Latvian title with Ford Escort Cosworth Gp A. And again, in 2003 Matīss Mežaks becomes first Latvian by the wheel of a WRC car – Ford Escort WRC!

"When I started doing rallies with my long time co-pilot Arnis Ronis, our speed grew from stage to stage, after some victories in our class our ambitions grew to win also in overall standings of the rallies. And by that time we had good offer to buy a WRC class car. It wasn't just very fast in the stages, but also it was incredibly enjoyable to drive – the car was excellent and responded to even the slightest wheel steering wheel movement. It was a real pleasure to enjoy this power and it's technologies. This factory car was on another level but that doesn't change the fact that it's still a race car and technical problems occur, sometimes even on the last stage of the competition while having a huge lead. For example, my most painful DNF was in 2005 Rally Cēsis, when I had to retire with less than one kilometer to go. I must admit now, that also the team that serviced the car not always did their best."

With the WRC car Matīss had some beautiful victories and not so pleasant memories – a crash in "Saaremaa 2005" ended with injuries for him and co-pilot and also to the car. "I needed some time to get back to the speed as a driver as there was a big pause after the crash until I could again sit by the wheel in a rally car."

His career continued with various Mitsubishi Lancer Evo cars, but this time, without proper budget and testing options to fight for the highest places was quite difficult. After several rallies a short pause from local autosports followed and the story continues with circuit racing events in Nurburgring!





"When I first discovered the famous "Green Hell", I felt immediate affection! I started with a couple of track days with a street car, my appetite grew and I was looking for options to race there – I reached an agreement that I will drive in VLN races with BMW E36 M3, but my debut race was cancelled as on the morning of the race day the track was covered with snow(it was the last race of the season), second time was the same, in the morning of race day it was ice and all white around it(the first race of the season), third time – my teammate crashed the car in the practice. It seemed that the racing event is over once again, but unexpectedly new options became available. The team owner didn't feel comfortable with my situation and said: "Tomorrow you will race in another team in an Aston Martin Vantage!". We went to dinner with my new teammate, got some advice and I showed quite fast pace in the race – we finished second in the respective class. This event opened some more doors for me. Thanks to Andris Štāls, I got an offer to race in different series with historical Porsche "911 ST" and "914/6" models. This project turned out really good and I had a chance to race in many historical racing events in Nurburgring, Spa Francorchamps, Redbull Ring and Salzburgring. Fantastic feeling!"

Matiss' debut in local circuit racing events took place in 2013, when 3rd place was achieved in VAZ 1300 class. After couple of seasons in 1,3 liter class Matiss made a step to the bigger 1,6 liter class where he was Latvian champion in 2017. Matiss was and still is one of the fastest racers in this class in very competitive field. He has also raced in historical racing events in Moscow and Germany, achieving podiums and victories.

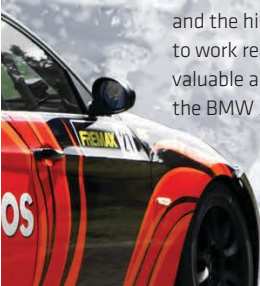
"Zhiguli was always very close to my heart, as my father raced with a very similar car. I enjoyed the historical touch and the high level of the competition in the class. One had to work really hard to win races and championship. It was a valuable and interesting experience which I now use also in the BMW 325 CUP competition."

Matiss was one of the founders of the BMW 325 CUP, helped with the idea that the class should be exactly like this, participated in the making of the technical regulations and was one of the first to build the car itself. "It was clear that a concept like this missing and is needed – as a basis the V4 class from VLN series was used with several modifications to the rules according to the local specifics and to make it a bit more budget friendly. As it turned out, it was a winning idea, and I am really happy about the huge numbers of participants that we saw in 2021 and will see in 2022! And my satisfaction about success of the project is as big as it was after winning the 2020 season!"

"In 2020, in the first year of the class I became the champion, and it was one more historical addition to my resume. It wasn't easy as I was fighting both, opponents on the track and my newly built car. The win doesn't mean that I have fulfilled my ambitions already. As it was proven in 2021, I have the speed to fight for wins but fortune completely abandoned me in some moments when I or my opponents didn't manage the handling of the car. In this series among 50 racers if you lose valuable points in some race, it has a huge impact on season standings at the end of the year!"

"For 2022 I hope to repeat the 2020 success! It will be a huge challenge, knowing the entry lists and big names on it. But this is my goal and I believe I can do it! The BMW 325 CUP now has the biggest competition and number of racers in any motorsports discipline in the Baltic States.

"In addition to BMW 325 CUP races in the Baltics and Finland, I have a plan to race in several NLS(ex-VLN) events together with Artjoms Kočlamazašvili, using basically the same BMW 325 E90 car. In 2021, we raced in several R-C-N events to acquire license(permit) to race in NLS. As one of the aims for this season is to earn the chance to qualify for 2023 Nurburg 24h. Which is the big aim, of course, if I will manage to have a budget for that! A busy and exciting season ahead of us!"





AUTOKASLITA

*"WE TRIED, WE LIKED IT
AND WE WON!"*

Two drivers of Siauliai based Team Autokaslita – Kastytis Volbekas and Valdas Laurinkevicius had no previous experience in Endurance racing before. Before 2021 season, they had a car in the garage, they had wish and they decided to try out the Nankang 2h Endurance race in the "DeWALT Grand Prix" event. Couple of months later, they were the champions of "BTC2" class!

The team with their Honda S2000 car were not really favourites in the class, but with reliability and good strategy they turned out the best team. Kastytis Volbekas tells more: "I had to drive one race to acquire my license back for GT racing, so our initial plan was just to do one race. But it all turned out differently! We finished first in the class, but we were disqualified for wrong tire dimensions. But despite of that, we really enjoyed the racing and started to prepare for next ones. We skipped 2nd round, but we did all the next events. With winning in "Motul Grand Prix", we also secured the championship. Was a very pleasant surprise for us!"

Kastytis Volbekas daily race car is quite exotic for the Baltic racing scene – a powerful Nissan GTR which he raced some seasons ago and returned in 2021! Kastytis can't really say why such a choice: "The idea of Nissan GTR started many years ago. I wanted to have a fast car, and some friends and colleagues said why not to try a Nissan? Well, so we bought Nissan GTR and started preparing the car for racing. It took some time to finish it and when it rolled out on the track the car had aged a bit already. It's a fast and also very expensive car that sometimes give me a lot of headaches. It has many motorsport modifications that are not very reliable and cost a lot of money. For example, one engine survived just 3 laps and had to be replaced. Not always the expensive solutions are the best ones. We have some experience with the car now and hopefully it won't be causing us many problems in 2022."

We may see not one, but two Nissan GTRs next year: "Yes, it's true. We are slowly finishing a very similar Nissan to my brother. It will be a more stock version of the car and hopefully also more reliable and will be able to show the car is suitable for racing! If it's reliable, we are also thinking of the 6h race too. Why not?"

The Autokaslita team is growing – having a big race trailer and possibly three cars next season. See you in 2022!



160 KM/H IN BIKERNIEKI
RACETRACK IN FORMULA.

**THE CHAMPION WITH A RESPECT
TO THE HERITAGE –**

ANDRIS GRIKIS



Without a doubt Andris Griķis is one of the Latvian and Baltic circuit racing legends. In more than 35 years of his career he has achieved some remarkable victories and gathered various motorsport experience. In the last years Andris is the fastest formula racer in the Baltic States, now the Chief of the race control office - Andris will be the clerk of the course for 2023 season. In a short conversation with BaTCC, Andris looks back on his career.

"I got infected with motorsport virus, when I was 6-7 years old, when for the first time I saw races in Bikernieki circuit. I grew up in Oġre where various motorsport practices and races occurred frequently. Some time later me and my family moved to Riga. And then I read in a newspaper that local youth centre for technical sports is recruiting, I said that to my parents, and they had no objections. That's how it all started."

First steps in motorsports for Andris did not start with karting races but with making of model planes, service and building of karts, minicar races down the hill. In this discipline Andris two times went to competition in Czechoslovakia with his coach Juris Majors. "Few years ago, I met my Czech opponents from those times, and we gathered to remember those races down the hill. Simultaneously with minicar races, I started my kart career with my dad as a chief mechanic. It lasted 10 years. I did not have any big achievements – among 30 participants I was a TOP10 driver, finishes in TOP3 or TOP6 was a success for me."

Andris Griķis is also a key figure in the late 90s very popular racing series "Golf Cup" Making his debut in 1997, Andris was a champion in 1998, fastest among 35 competitors.

"I can easily say that my debut and first rendezvous with the big Bikernieki track was in the cargo hold of a truck that transported mini cars to a the "Witch Kettle" curve for practices. When I first sat by the wheel of Golf 1, I got to know the car track in full. It was my first proper experience with a front wheel drive car – and it wasn't easy at the start. With time I adjusted to it, I had purposeful practices and became faster and managed to become a champion in Golf Cup, Latvian and Baltic championships. I could also win in 1999 but I had an accident with a driver from another class and lost valuable points that at the end of the season decided the championship."

Girts Kruzmanis won the 1999 "Golf 1600" championship, beating Andris Griķis by 2 points (311 to 309).

"During the "Golf Cup" times, I worked in "Mūsa Motors Rīga" car shop, and my employer was also one of my supporters in motorsports. When the company saw the enthusiasm me and my colleagues were preparing the car for races, they decided to support me. I can say that I was one of the first professionals as one day during the week I could use only to prepare my car, keeping my salary. Also, all races outside Latvia were formed as official business trip. Conditions were right for success!"

"After I became Master of Autosport in 2000, I understood that I have to move up from the "Golf Cup". The 2liter class(B2000) was growing and became very popular later on but I could not financially afford to race there but I got a good opportunity to try myself in rally. After long research, we bought Renault "Clio" and the debut was again not easy, but at the same time we got faster and faster with each rally. In the middle of the season, the finances didn't come through and we stopped this project. And again, I had a chance to participate in "Rallijs Latvija" with an A group Mitsubishi EVO, but with this the rally chapter was over – it was time for work career and family."

After quite a long pause away from racing, the return of Andris Griķis was in quite unusual discipline – historic formulas.



"During my kart years, when I was around 16, it was clear for me that someday I will drive in Formula 1! It was just logical back then. Also, when I watched races in Bikernieki, Formulas were always the most exciting race for me. When in 2012 I received a phone call that there is a chance to test the formula of the USSR racing legend Edgar Lindgren, I agreed. The formula was given to Riga Motor Museum. I managed to agree with them that I bring it to good shape, service it and race it. I made my debut at the end of 2012 with Estonia-Madi-03 chassis, and I won the Dzintara Aplis series the next year. After two seasons with this chassis, I bought Estonia 21-10 with a 1300 ccm engine. I became faster, gathered knowledge in setting up the car and won several championships. I was now ready for the next step – the bigger class of 1600 ccm engines – Formula Mondial. With some more experience, I could grow my pace and become a leader also in this class, twice winning Latvian championship in 2017 and 2019, three times Estonian and the Baltic Championship in 2018, 2019, 2020 and 2021. Personally, as my biggest achievements I count wins in Moscow, Poznan in Poland and a victory in German historical formula series at Lausitzring track in the 500th competition of DTM Series."

"For my success, I have to say big thanks to the Soviet times racing legend Toomas Napa(9 times USSR champion in Formula 3 and Formula Vostok classes in 1980s), who agreed to meet me and share a lot of valuable information which I still use to seek for a faster lap times in Bikernieki. Also, the design of my car is a replica of his car livery, as dedication to my childhood hero. Yes, I believe that the choice to drive Formula cars is subconsciously connected with special and unforgettable memories from my childhood in Bikernieki. It's a different world and still a very interesting one for me – it's a special feeling with average speed of 160 km/h in a 30-year-old frame. My German colleague, who followed me at a race in Poland, said, that when driving behind me, it's clearly seen as the chassis bends and twists in fast corners. Unbelievable feeling and emotions."

During the last season Andris has taken a role of Godfather to the Historic Formula community, agitating, helping, and organizing the movement. "I am glad that our numbers grow, the level of cars is getting better and the same applies to the level of drivers and their enthusiasm."

The cars Andris have had during his career, his equipment and team are always visually attractive and elegant: "I like order in work, life and in racing. I believe that in order to have success and also enjoyment from what you do, you have to improve yourself as a pilot all the time when you are on track. And the car must be technically and visually perfect. I have no problems with that starting from "Golf Cup" times and a big part of that is my Chief Mechanic Raimonds Langins. All our experience together on race tracks makes us understand each other really well."

All the time in Andris' career logical steps can be seen – from minicars to karts, from karts to circuit racing. Rally with a low powered car to a faster one. And the same in formulas – from older to newer chassis, and then to bigger engine. So, what is next? Andris will try the tough position of the Clerk of the Course.

To shorten the long and dark winter evenings from motorsports and work duties, Andris has acquired a new hobby – painting. Slowly, with special pencils until the last detail he repaints oil-on-wood painting "The Hunters in the snow" by Dutch artist Pieter Bruegel the Elder.

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