



Eastern European drifting Championship

Rules and regulations

Minsk, 2011

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1. GENERAL PROVISIONS

These Regulations are the basic normative documents for the organization and conduct of the Eastern European Drifting Championship EEDC 2011.

THESE REGULATIONS ARE PUBLISHED IN RUSSIAN AND ENGLISH.

2. DEFINITIONS

COMPETITIONS- a sporting event, which defines the final results, and is awarded with prizes.

DRIFTING - sports car race driving in a controlled skidding, taking place entirely in a specially prepared asphalt track (site).

INITIATION – making the car lose traction of one or two axes relative to the vehicle trajectory of movement

PARTICIPANT - an individual who has drivers licenses, and has declared the car to participate in the competition.

ORGANIZER – legal or natural person who arranges this competition.

RULES AND REGULATIONS – Mandatory official document describing the details of the multi-stage competition.

COURSE/TRACK – specially prepared to conduct drifting competitions asphalt Track or platform.

JUDGED AREA - part of the track, on which the evaluation of performance of the participants by the judges is performed. The judged area always has to have marked the beginning and end.

QUALIFICATIONS - a mandatory part of the competition, which defines the participants admitted to final part of the competition.

PAIR RUNS OR TANDEM - a mandatory part of the competition, passing on the "Olympic" system, which defines the winners of competitions.

SERVICE PARK – limited territory on which cars of the participants and technical support are parked when off the track.

ZONE OF REFILLS – specially equipped, with the necessary safety requirements, area on which refueling of participants vehicles is performed.

3. GENERAL CONDITIONS OF PARTICIPATION

3.1 PARTICIPANTS

3.1.1 Any individual has the right to declare the car to participate in the competition.

3.1.2 1.2.2. Any participant who is entering this event has the right to appoint a representative to communicate with the organizer and officials of the competition. The representative can perform all the functions defined as functions of participant in these Rules and Regulations, and is the only person (apart from the Participant), authorized to carry out the rights granted to the Participant by this Rules and Regulations. Information on the representative of the Participant must be submitted to the Organizer at the time of registration.

3.2 APPLICATION FOR PARTICIPATION

- 3.2.1 Any individual wishing to participate in one of the stages of EEDC 2011, has to send duly filled application form to the organizer not later than 3 days prior to the event.
- 3.2.2 The application is a contract between the Participant and the Organizer and has to be signed by both parties or confirmed by correspondence. The application requires the participant to take part in the competition, and the Organizer– meet to the participants all provisions of these Rules and Regulations.
- 3.2.3 Organizer is not liable for any loss or damage caused to the participants and their property, except as expressly provided in these Rules and regulations. All participants take part in the competition at their own risk. With his signature on the application form participant disclaims any right to compensation for expenses that may arise as a result of the accident during the competition. This refusal (of any rights to compensation expenses) refers to the organizer, officials and other participants in the competition.
- 3.2.4 Organizer must send the applicant a written confirmation of receiving an application, to a e-mail specified in the Application no later than two days following the date of receipt. On the last day of Application deadline, such confirmation must be sent immediately.

3.3 ENTRY FEE

- 3.3.1 1.4.1.Participation Fee EEDC 2011 is directly determined by the organizer of a separate stage and is specified in the special Rules and Regulations for the stage.

3.4 ALLOWED VEHICLES

- 3.4.1 In any Drifting competition only cars with a drive to the rear axle can participate, In EEDC 2011 events cars must meet the technical requirements specified in Appendix 1of these Rules and Regulations. Participant may, before the start of the official administrative checks, replace vehicle specified in the application form.
- 3.4.2 On the outside of each car involved in competition the official labeling and participation numbers has to be hosted. Organizers shall provide each participant a set of official stickers and place, on the billboard, scheme of their deployment.
- 3.4.3 Throughout competition the official label must be located and secured on the car, they must be completely visible, and can not be overlapped by any other label. For violation of this requirement Participant shall be punished by a fine of 150\$ fee
- 3.4.4 For the absence of both starting numbers participant may be excluded from the competition.
- 3.4.5 In the competition for drifting the use of tires of any type, except studded, with no visible damage and deformation is allowed. The use of racing “Slick” type (not intended for public roads) tires- is prohibited. Technical requirements for participants vehicles- presented in Appendix 1.

3.5 OFFICIAL DOCUMENTS

- 3.5.1 Organizer of each stage EEDC 2011 must issue the following official documents:

- Rules and regulations for the stage;
- Security plan;
- newsletters;
- a list of participants with board numbers;

All official documents for competition shall be issued and published in Russian and English and posted on the bulletin board.

- 3.5.2 Rules and Regulations for the stage should contain general information about the competition:

- Accurate timetable for activities with exact dates, times and locations (location);

- General Staff working hours, registration and documents submission hours.
 - Timetable for the on-track activity ;
 - Time and place for technical inspection;
 - Timetable for official press conference.
- 3.5.3 Safety plan must specifically describe the ways and means of addressing issues to provide necessary security measures for all major areas (safety of spectators, participant’s safety, safety of marshals and other officers of the competition) and must contain:
- Area plan with marked safety zones and guards ;
 - Contact information of the competition Staff, which is responsible for ensuring of safety measures at the event: ;
 - Duty regulations of the personnel involved in ensuring safety during event
 - Other documents which Organizer may deem important and necessary.
- 3.5.4 Participant list is compiled in accordance with following rules:
- All the participants list’s should include the name, city , car make, horsepower and board number;
 - A list of participants is announced after Application deadline;
 - A list of approved participants is announced after administrative and technical checks, but before official training sessions.

3.6 OFFICIALS

- 3.6.1 Official – person authorized to perform certain functions during the competition

The organizer determines composition of the officials, including:

- Chief manager of the race;
- Judges for the race;
- Safety officer;
- Technical commissioner;
- Participant relations officer;
- “park ferme” officer;

All of the above officials are appointed by the organizer and are statutory officials.

Statutory officials (Officials) are entitled to perform only those functions for which they are assigned, the same person may be appointed to perform multiple functions, given he has appropriate qualification.

- 3.6.2 CHIEF MANAGER of the race is responsible for conducting competition in accordance with these Rules and Regulations, for which he:

- Decides on the application of these Rules and Regulations and enforces execution by Officials and officers off the race;
- Coordinates work of the Officials and officers of the race.

- 3.6.3 Safety Officer prepares safety plan for the event and ensures its execution. He should be included in the organizing committee.

During competition Safety officer must constantly maintain contact with Head manager of the race.

- 3.6.4 “park Ferme” officer is responsible for technical and administrative checks to ensure complains of participants vehicles to requirements specified in these Rules and Regulations.

“Park ferme” officer:

- Organizes all technical checks;
- During competition, on case of detection of the car, whose design may be considered unsafe, immediately reports to Chief Manager of the race and follows his instructions.

- 3.6.5 Participant relations officer provides operative communication between Officials and Participants during competition, as well as informs participants on the competition progress and explains to them the provisions of governing documents if necessary.
- 3.6.6 Participant relations officer should avoid passing on, to other Officials and Judges, questions that can be solved with usual explanation, except in case of official protest. He also should behave respectfully and obligingly; refrain from any statements and actions which could cause protests.
- 3.6.7 Participant relations officer must be competent in matters of these Rules and Regulations.
- 3.6.8 "Park ferme" officer is responsible for crevice park, its layout, allocation of places for the participants and teams (organizes collection of preliminary information on the participants needs) supervises order and movement within service park during competition, ensures fire safety measures.

3.7 CONTROVERSIAL ISSUES, APPEALS

- 3.7.1 Participants may request oral explanation in matters concerning any situation within the scope of the competition, these questions should be applied to Participant relations officer.
- 3.7.2 If the applicant is not satisfied with the response he has the right to submit a protest in writing to a Chief Manager of the race, in which he must present all the facts that, in his opinion, effect decision of the case.
- 3.7.3 Participants relations officer must accept the protest and immediately transmit it to Chief Manager of the race, time limit to apply the protest must not exceed 15 minutes after an event of dispute.

3.8 INSURANCE

- 3.8.1 private medical insurance and insurance against accidents and injuries is obligatory for all EEDC 2011 participants. The organizer controls availability of compulsory medical insurance and insurance against injuries and accidents, valid within motor racing competition, during administrative check-up.

3.9 ADVERTISEMENT

- 3.9.1 Participants cars can carry any type of advertising, as long as it is :
 - Consistent with the law of the host country;
 - Not occupying sites that are reserved by the organizer of the event;
- 3.9.2 At each EEDC 2011 stage organizer has the right to place mandatory advertising on each participating car. Participants can decline this mandatory advertizing by paying 200 USD fee.

4. RACE COURSE

4.1 DURATION OF THE COMPETITION

- 4.1.1 Any competition begins with administrative and/or technical inspection and ends with an official ceremony of awarding the winners.
- 4.1.2 The maximum duration of the race day, provided by these Rules and Regulations , should not exceed 10 hours.
- 4.1.3 These Rules and Regulations provide that one stage should take up 3 (or less) days.

4.2 REGISTRATION

- 4.2.1 All participants that have arrived to the competition must be registered and clear both-administrative end technical inspections. Date and time of registration and inspections shall be published by the Organizer in competitions program.

- 4.2.2 Registration and inspections should take place in the competition HEADQUARTERS, headquarters should be located in close proximity to the track.
- 4.2.3 Each participant, during administrative inspection must submit these documents:
- Drivers license;
 - Car registration documents or sports passport;
 - Valid insurance policy for an amount no less than 50 basic units at the time of competition.
- At the absence of necessary documents, organizer may refuse to register the participant.
- 4.2.4 At each stage, the organizer shall provide the sale of insurance policies from insurers and accidents.

4.3 TECHNICAL INSPECTION

- 4.3.1 All cars participating in the competition must be technically inspected. Date and time of inspections shall be published by the Organizer in competitions program.
- 4.3.2 technical inspection is committed by the TECHNICAL COMMISSIONER of the competition. .
- 4.3.3 The main objective of technical inspection is- to check that vehicles participating in the competition meet technical requirements and check participants gear.
- 4.3.4 After this technical inspection Technical commissioner secures a sticker at the left upper side of the windshield meaning – technical inspection has been passed. The participant is obliged to keep that sticker up to the end of the competition.

4.4 SERVICE PARK (PARK-FERME)

- 4.4.1 All participants who arrived on the stage, are placed at the service park in accordance with a participant allocation scheme, which is located in the competition headquarters on a bulletin board.
- 4.4.2 “Park ferme” Officer is responsible for the participant placement in the service park. Upon arrival each participant must apply to “Park ferme” Officer for placement instructions.
- 4.4.3 Each participant has the right to place in the service- car on which he takes part in the competition and the technical support vehicle. The size of standard module to accommodate participant is 6x6m. If participant needs more space, he has to notify the organizer by e-mail no later than 5 days before competition.
- 4.4.4 Activity prohibited within service park:
- smoking
 - Kindle an open fire
 - refueling
- 4.4.5 For smoking in the service park participants and members of his team shall be punished by a fine of \$100

4.5 REFILLS ZONE

- 4.5.1 Refills zone is arranged in close proximity to the service park.
- 4.5.2 During placement in the service park, participant must pass to the organizer pre-marked canisters with fuel.
- 4.5.3 All fuel, which is used to refill participating cars, during competition is kept only in the Refills Zone.
- 4.5.4 Rules of refueling in the Refills Zone:
- The engine must be stopped, no people are allowed to stay inside the car during refills, one person is filling fuel and second is staying near holding a working fire extinguisher with a capacity no less than 4kg. Fire extinguisher and one refueler provides organizer.
 - There can be a maximum of two cars in the refills zone at the same time.

4.6 PRACTICE SESSION

- 4.6.1 The organizer is obliged to provide participants with a opportunity of free or scheduled practice sessions on the track.
- 4.6.2 Only participants who have passed administrative and technical inspections are allowed to attend practice sessions.
- 4.6.3 Before practice organizer must run a briefing for participants, where necessarily should be present scheme of the track, showing the beginning and the end of judged area, location of the judges tower and clipping points.
- 4.6.4 During practice session the lack participating cars outer panels (bumpers, side skirts) can be tolerated, the presence of the hood and trunk lid is a must.
- 4.6.5 During practice session both driver and passenger must be wearing a full gear- helmet and a long clothing that eliminating exposed skin. All the time when car is on the track, the driver and passenger must be wearing seat belts all the time.

4.7 QUALIFICATION

- 4.7.1 Participants who passed administrative and technical inspections, as well have participated in practice sessions, are allowed to run qualify.
- 4.7.2 The main objective of qualifying races is to determine 16 (maybe 8) best participants who will compete in the main competition. In the case of a large number of participants organizer has the right to allow 32 best participants to attend the main competition.
- 4.7.3 Qualification passes on the track of the competition. Each participant has the right for one warm up run and two judged runs.
- 4.7.4 The judges put up points for each valid trial, which are recorded in the general qualification protocol (for more details about judging, see Section 6)
- 4.7.5 Organizer has, no later than 30 minutes after the last qualifying run, to publish results of qualification on the official bulletin board.

4.8 PAIR RUNS

- 4.8.1 Pair runs are the main part of the competition.
- 4.8.2 Sixteen best participants, judging by the results of qualification runs, form a "Top16" group which takes part in the main part of the competition. Participants of the "Top16" form a grid based on their position after qualification: party ranked first compete with the one ranked 16th, second – with 15th and so on ...This why 8 pairs are formed (nets scheme look on the Appendix 1).
- 4.8.3 8 winners in the "Top16" go to the next round- "Top8", 4 winners of "Top8"- get to "Top4" (Semifinal).
- 4.8.4 Two opponents that have lost their Semifinal runs are competing for the 3rd and 4th places in the separate pair run.
- 4.8.5 Two drivers who have won their Semifinal runs pass to the next round – "Final". Final is is a full pair run, the winner of which is declared the winner of howl competition, defeated party receives the title of– second place winner.

5. JUDGING

5.1 QUALIFICATION

- 5.1.1 Qualification runs are judged with reference to the 4 basic criteria:
 - Line
 - Angle
 - Speed

- Impression/ Impact
- 5.1.2 Line-the perfect line, defined by the judges, which must be followed by the participant while drifting on the track (in most cases, the estimated line is identical to the fastest trajectory through the track). Overall score for the run will be substantially reduced for not following predefined “perfect” line. Line is set by the inside and outside “clipping points”. Distance of the car from these points is reflected in the score for criteria -“Trajectory”
- “Clipping point” – Key area on the track, in which the participant must steer his car, which must be in the state of extreme over steer, as close as possible to a given point, thus following correct , from the standpoint of judging, trajectory. “Clipping points” are divided in to inside and outside clipping points.
- “Inside clipping point” – zone on the track, in which the participants score is determined by how close the cars front bumper goes by (while maintaining over steer condition) to a given point (marked with a special cone). “Inside clipping point” is placed on the inner side of the track (inner side of the corner or where the car should be facing with the front end), in most cases at the apex of the corner.
- “Outside clipping point”- zone on the track, in which the participants score is determined by how close the cars rear bumper goes by (while maintaining over steer condition) to a given point (marked with a special cone). “Outside clipping point” is placed on the outer side of the track (outer side of the corner or where the car should be facing with the rear end), in most cases at the entrance or/and exit of the corner.
- “Clipping zone”- zone on the track, in which the participants score is determined by how close and how long the cars rear bumper goes by (while maintaining over steer condition) the “clipping zone” “Clipping zone” can only be at the outside (outside clipping zone) of the track and should not be longer than 5 meters. “Clipping zone” can be marked with special cones or evaluated visually by the judges.
- Judges must explain in detail the trajectory they want to see from the drivers (the line that will give them maximum points for this criteria). Usually this line is optimal for the car to move in the state of drift and proper use of this line means minimal loss of speed on the judged parts of the track which further improves overall score for the run.
- “Off track” situation occurs when the car goes with more then one wheel of the track ore hits the track marking cone (or clipping point marking cone) with the base (area between front and rear axels of the car) of the car. In the event of the “off track” situation judges will estimate 0 points for this criteria or for a full run. Judges must explain in detail the scenario when the car will be considered “off track”.
- 5.1.3 ANGLE-average slip angle (the angle between cars axial line and the line of its movement) which is maintained by the participant via full length of the track. Magnitude of this angle is especially important entering the first corner. The loss or extreme reduction of this angle is considered a big mistake and will negatively effect the score for this criteria. In case of complete straitening (when slip angle can not be noticed with naked eye from judges place) or of this angle becoming too big (the car stops moving forward and/or spins) the judges most likely will give 0 points for this criteria or for a full run.
- 5.1.4 SPEED – speed that participant develops throughout evaluated part of the track, is the third criteria. The basis for estimating cars speed is by a greater extent the input velocity (speed entering the first corner), but it is also important how the driver is able to maintain highest average speed while drifting. Extreme loss of speed (or at worst stopping the car) will most likely end up with 0 points for this criteria or a full run.
- 5.1.5 IMPRESSION – energy and effectiveness tat participant demonstrates during his run. It may be the large amount of smoke from the wheels, early initiation before entering the first corner or sharp transition from one side to another. Any other things that can be requested and explained by the judges.
- 5.1.6 Full throttle-passing a certain area specified by the judges at the maximum speed and throttle.

5.2 JUDGING PAIR RUNS

- 5.2.1 Judging pair battles is done on the same basic criteria as a qualification run. On calculating the points in more detail in paragraph 6.2.7.
- 5.2.2 Judges in their disposal have 10 points for a single pair run, which means- the sum of points, given to both rivals must not exceed 10 (for example if their performance was equal they get 5-5 point. If one of participants in the pair spins out, he gets 0 points and his rival gets 10 automatically, if both rivals spin- 0 points goes to the one who spins first. Car running second in the pair heat is estimated by the ability to catch up and mirror the leading car. Points are assigned for ability to reach speed, angle, change of direction, distance between cars, ability to initiate drift in parallel with leading car. Points are assigned based on the comparative advantages of two participants, when the basis for comparison is the leading car.
- 5.2.3 During the pair run on the evaluated part of the track can only be two participating cars, car "A" and car "B". During the first evaluated pass of the pair run car "A" (participant ranked higher after qualification) is the leading car and car "B" is – the chasing. On the second pass, cars switch places. Throughout a full pair run a chasing car can not overtake the leading one, only in the case of emergency situation (the loss of trajectory by the leading car or in order to avoid collision)!!! In case of not enough pronounced difference between the participants, judges (and viewers) can inflict a full re-run (full re-run is a full "isolated" pair run when both drivers get to lead and to chase or (after 2 reruns) a run till one of participants makes some kind of mistake (sudden death).
- 5.2.4 Number of re-runs is mainly decided by the judges, but there should not be more than 3.
- 5.2.5 Cars are positioned at the starting line, by the track judges, side by side. After the start was given, both cars accelerate in the "Drag race" fashion up to the initiation point. At that point distance between cars should not be more than 3 car lengths (depending on the track specified by the judges). Chasing car must take position behind leading car before entering the first corner.
- 5.2.6 Winner of a pair run can advance to the next round (from Top16 to Top8 and cetera).
- 5.2.7 CALCULATING POINTS FOR THE PAIR RUNS
- 5.2.8 Score for the pair run depends from:
1. Angle
 2. Distance
 3. Ability to mirror the trajectory of the leading car
 4. Sports behavior, politeness toward opponent during the run
 5. Closing the distance when following and increasing when leading
 6. Car potential ratio between rivals
 7. Controlled finish
 8. Judges decision!
1. Angle – see 3.1.3
 2. Change of distance between the cars entering evaluated part of the track and at the finish. Score depends whether this distance increases, stays the same or decreases.
 3. Ability to mirror the trajectory of the leading car– during the briefing before pair battles judges will explain the preferred driving line for "tsuiso" (pair battle), which does not necessarily must be the same as for the qualification. If necessary, the line can and should be adapted for pair runs (by the judges). Leading ("A") car's task is to follow this line, chasing ("B") car must follow this line too, while keeping in mind transitions and priorities of the car in front, there for anticipating possible trajectory (and other) mistakes from car "A" is a must. Because of this car "B" needs more time and space on the track, for this reason certain adjustments to the line and angle of the chasing car are justified although the range and where (on which parts of the track) this kind of adjustments are allowed must be specified by the judges.

4. Sports behavior, politeness towards opponent during the run- example: the leading car slowing down more than necessary to tackle the corner (thus creating difficult situation for chasing car)... this kind of situations will be discussed during drivers briefing considering specific features of the given track.

5. Distance within evaluated part of the track. Judges not only consider distance between cars at the entry of the first corner and at the finish, but also points for a chasing driver are being added if he, at some point of the track, gets close to his rival.

6. Car potential ratio between rivals. Drivers with low powered cars are at a disadvantage when following more powerful cars (mainly due to smaller acceleration and ability to maintain big angle) therefore judges can give the privilege of up to 10% to a driver with a less capable car. This matter must be discussed at the briefing.

7. Controlled finish. The car must stay under drivers control at all times, controlled drift when the car has already crossed finish line is a must

8. Judges decision –is always above this Rules and Regulations and is also irreversible.

5.3 SIGNALS OF THE JUDGES AT THE TRACK

Each judge on the track is carrying a flag. Starter- green

Marshals on the track- yellow and red flags.

Green flag- the track is clear, driving at peak performance is allowed.

Yellow flag- danger on the track, slow down, no “drifting”

Red flag- stop racing, stop movement of the car.

5.4 FATAL EROR

5.4.1 Driver gets 0 point for making these mistakes:

- Spin out while drifting
- The car straightened and drove more than 20m without “drift”
- Critical loss of speed or a full stop
- The car went out of the track (see 3.1.2- off track situation)

6. SCORING IN THE SERIES

6.1 SCORE FOR THE STAGE

6.1.1 All participants who got to the TOP16, get points which are split like this:

PLACE	POINTS
1	25
2	21
3	19
4	17
TOP 8	10
TOP 16	4
TOP 32	2

6.1.2 Participants who did not made it to TOP16 get 0 points.

7. CREDITITS OF THE SERIES

EEDC 2011 is played in personal credit.

7.1 PERSONAL CREDIT

Personal credit EEDC 2011 is enacted by the sum of the point for 4 stages.

8. CALENDAR EEDC 2011

8.1 DATES FOR THE STAGES EEDC 2011:

1 May – Minsk, Belarus - Минск, Беларусь

28 May- Riga, Latvia

2 July – Kaunas, Lietuva

6 August – Odessa, Ukraine

10 September – St-Petersburg, Russia.

APPENDIX 1

TECHNICAL REQUIREMENTS EEDC 2011

1. Participants vehicle

- 1.1. To participate in EEDC 2011 only production cars, premiered in accordance to these technical specifications are allowed.
- 1.2. Each vehicle must be registered and registration documents must be provided during technical and administrative checks.
- 1.3. Only rear wheel drive (RWD) cars are allowed.
- 1.4. Front and four wheel drive cars are prohibitive*

* modifications to make the car 100% rear wheel drive are allowed.

* RWD achieved only with electronic modifications is not allowed (cars with electronically controlled FWD).

- 1.5. Any type of road legal tires is allowed except studded. Racing "slick" type tires are forbidden.
- 1.6. Sport prototypes and cars on spatial frame are not allowed to enter the competition.

2. Safety requirements

- 2.1. Safety cage with not less than 6 (six) anchorage points is a must.
 - 2.1.1. Applicable safety cage must meet FIA Annex J 2007.
 - 2.1.2. Also bolted cages, certified by the manufacturer for installation to a given car model, are allowed.
- 2.2. A maximum of two sport seats is permitted.
 - 2.2.1. The use of sports seats with expired homologation is allowed.
 - 2.2.2. If standard seat mounts are not being used, fabricated mounts must comply with FIA Annex J MCK 2007, or adapters to mount sport seats, manufactured by industrial methods for given model, must be used.
- 2.3. For each seat sport type, no less than 2.5' wide and 4 anchorage points with central swivel or push action clasp, must be used. Can be with expired homologation.
- 2.4. In the parts where drivers body can come in to contact with safety cage, the use of inflammable lining is extremely recommended.
- 2.5. interior of the car must be separated from the engine bay and fuel system parts (including refueling pipe and neck) with fire retardant and impenetrable to liquids material.
- 2.6. Strongly recommended-the use of the main electrical circuit switch. It must simultaneously break all electrical circuits in the car, it must be accessible from drivers position (when fully fastened with seat belts), and from the outside of the car. If the car does not have standard ignition lock- use of the master switch is necessary.
- 2.7. The use of automatic fire extinguishing system is recommended, if used it must comply FIA (Ст.253.7.2 Appendix J MCK FIA)
- 2.8. Any kind of liquid leak from the car is forbidden.

3. Allowed vehicle modifications

- 3.1. Mechanisms for closing- opening the doors and hood must be road worthy and comply with batch plant design. Removal of the standard hood locks is allowed when external fixtures that prevent it from opening spontaneously while driving are installed.
- 3.2. Front load bearing body elements can be replaced with cage (not longer than 100mm from the fire plate). Minimum tube diameter is 38x2.5mm or 44x2.0mm.

- 3.3. Transverse shock absorbing crossbar is obligatory. Its width should no less than front wheelbase.
- 3.4. Load bearing body elements behind the driver can be replaced with safety cage tubes, which are actually connected with the main safety cage. Minimum tube diameter is 38x2.5mm or 44x2.0mm.
- 3.5. In case of engine/gearbox swap central tunnel and fire plate modification is allowed. Front and central pillars, floor modification is not allowed. Doorway and body sill modification is not allowed, they must be safe.
- 3.6. In case of load bearing body elements deletion appropriate body enforcing must be done.
- 3.7. Modified body to be approved by the certificate issuing authority and technical commission in place.
- 3.8. Drivers and passengers doors can be replaced to the ones made of composite materials only when the safety cage with side guards is installed in the car. The height of side guards has to be no less than 30% of the door opening.
- 3.9. Windshield has to be made out of at least two layer laminated glass, or the type that was designed for this car model. Windshield can be installed only the way it was designed by manufacturer for this car model.
- 3.10. Side and rear windscreens can be made out of polypropylene (no thinner than 3 mm). Plexiglas as material for windscreens is forbidden.
- 3.11. Lightning (head lights, and/or front fog lights, brake lights) must be functioning properly
 - Keeping at least one operable headlight is a must.
- 3.12. all wheels must be securely attached. The presence of swirling nuts or broken studs is unacceptable.
- 3.13. All outside body panels and bumpers must be present and attached to the body shell.
- 3.14. Organizer can give permission to enter competition even if the car is without some external body parts.

4. Driver equipment

- 4.1. Helmet, closed or open type, not lower than standard "E", with serviceable fasteners.
- 4.2. The driver must wear clothes covering open skin, long sports gloves (including Kart type) and athletic shoes. It is recommended to wear motorsport racing overalls, liner, long underwear and boots for motor sports.