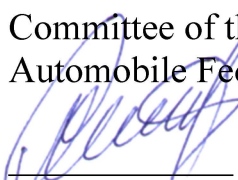




AGREED

Chairman of the Drifting
Committee of the Belarusian
Automobile Federation


Haik Simonyan
01. 09. 2021

RACING.BY

APPROVED

Director
"AE-Motorsport»


Evgeny Nikitin
01. 09. 2021



**2021 PARIMATCH EASTERN EUROPEAN
DRIFTING CUP
#EEDC2021**

(Regulations on personal competitions)

Organized in accordance with the BAF IC

24-26.09.2021 RPSC on RPSC «Raubichi»

1. GOALS AND OBJECTIVES

- 1.1. Popularization of motor sports among the population, involvement of citizens in motor sports.
- 1.2. Improving the skills of athletes.
- 1.3. Identification of the strongest athletes.

2. ORGANIZATION OF COMPETITIONS

2.1. Normative documents of organization and holding of official competitions are:

- Law of the Republic of Belarus "On Physical Culture and Sports" dated 04.01.2014 No. 125-Z;
- Resolution of the Council of Ministers of the Republic of Belarus of 19.09.2014 No. 902;
- Unified sports classification of the Republic of Belarus;
- Calendar plan of sports events in technical, aviation, military-applied and service-applied sports for 2021;
- Official calendar of BAF events for 2021;
- Safety rules for physical education and sports (Resolution of the Ministry of Sports and Tourism of the Republic of Belarus of 31.08.2018 No. 60);
- Sports Code of the BAF (SC BAF) and its annexes;
- General conditions of the official competitions in motor sports (OU BAF);
- Rules of organization and conduct of drifting competitions (PRD);
- Technical requirements for cars to participate in drifting competitions;
- These Regulations.

2.3. General management of the organization and holding of competitions is carried out by the Belarusian Automobile Federation.

2.4. Direct preparation and holding of competitions is carried out by PUE "AE - Motorsport".

Registration	certificate	"Organizer"	BAF	No
21003.				

2.5. The main judging panel (hereinafter - GSK):

Chief Referee (Race Manager)	Haik Simonyan
Deputy Head of the Safety Race	Kirill MYSHLENNIK
Deputy Race Manager	Natalia SAVICH

Judges:	Denis RADIONCHIK
	Yuri NOVIKOV
	Pavel BUSYGIN
Chief Secretary	Daria KUZMICH
Chairman of the Technical Committee	Andrey DERYUZHKOVA
Technical Controller	Alexey NIKOLAEV
Technical Controller	Svetlana DERYUZHKOVA
Participants Liaison Officer	Alexey LEONKOV

2.6. Officials:

Competition Director	Evgeny NIKITIN, team@racing.by
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3. PLACE AND TIME

3.1. The competition is held on 24-26 Sep 2021. in RPSC on Winter sports «Raubichi»

3.2. Driver registration is open on the official website: eedc.eu/driver-registration-page/

COMPETITION PROGRAM

24th SEPTEMBER

- 11:00 – 18:00 Putting cars in the service park
- 11:00 – 13:00 Medical control
- 11:30 Drivers briefing
- 12:00 – 18:00 Optional practice
- 15:00 – 18:00 Administrative control
- 15:00 – 18:00 Technical inspection

25th SEPTEMBER

- 8:30 – 12:00 Putting cars in the service park
- 9:15 – 12:30 Administrative control
- 9:15 – 12:30 Medical control
- 9:30 – 12:45 Technical inspection
- 9:30 – 10:00 Drivers briefing
- 10:00 – 12:30 Free practice
- 12:30 Publication of the list of admitted participants
- 12:30 – 15:00 Official practice
- 15:20 – 15:45 Drivers briefing
- 16:00 – 18:30 Qualifying races
- 18:45 – 19:15 Final briefing on the results of qualification
- 19:30 Publication of the results of qualifying races

26th SEPTEMBER

- 10:00 – 11:30 Medical control
- 10:20 – 10:50 Drivers briefing
- 11:00 – 14:30 Official practice
- 15:00 Parade of participants, presentation of TOP 32 pairs
- 16:00 TOP32 tandem runs
- 17:45 – 18:30 Break
- 18:30 TOP16
- 20:30 Prize giving ceremony
- 20:00 Official closing of the competition
- 20:00 – 21:00 Departure of the participants of the competition

4. PARTICIPANTS

4.1. Individuals declared by the Applicant / Competitor and having a valid registration certificate (hereinafter referred to as the license) of the driver of the BAF not lower than the categories "E" (a one-time license can be issued on the spot), a license of another NAF (with a permit letter of their NAF to participate in these competitions), citizens of the Republic of Belarus with a license of another NAF, as well as those who have passed administrative, technical and medical control are allowed to participate in the cup.

4.2. Athletes taking part in competitions assume obligations to comply with the current legislation of the Republic of Belarus, SC BAF, PRD, KiTT BAF, these regulations, decisions of the judging panel, sports ethics, as well as obligations to prevent the use of doping.

5. ENTRY FEES

5.1. The bid fee for participation in the competition is 150 EUR (at the exchange rate on the day of payment).

The application fee includes payment for the insurance policy against injuries and accidents.

When submitting an application before 23 September (inclusive), the application fee will be 100 EUR (at the exchange rate on the day of payment). Participation in free additional training is 80 EUR.

5.2. Application fees for participation in the competition shall be paid directly to the organizer of the competition specified in clause 2.4 of these regulations.

6. CARS

6.1. Cars that meet the Technical requirements in accordance with Annex 3 or the requirements of the NAF of the participant's country regulating the preparation of cars for this discipline are allowed to participate in the competitions.

6.2. The participant may, before the start of the qualifying races, replace the car specified in the application form. It is allowed for the driver to use a spare car, which during administrative checks is indicated in the application for participation by the owner as a spare for a particular driver. A spare car can be declared only by the owner and used only by the driver who is indicated in the application form.

6.3. The technical commissioner of the competition has the right to prevent the car from participating, considering the design of the car dangerous. The final decision on this issue is made by the Race Manager.

6.4 Starting numbers and advertising stickers are placed in accordance with Annex 1 of this Regulation.

7. CONDITIONS OF THE COMPETITION

7.1. The Cup is held in the individual standings in accordance with the Rules of drifting competitions (PRD-20).

7.2. Registration of participants

Registration of participants is carried out according to the competition program. During registration, the Applicant /Competitor (participant) presents the following documents:

- a completed and signed application form;
- medical clearance for the declared driver.

During registration, the participant must choose the time of passing administrative control, the time of passing technical checks.

The presence of the declared driver during registration is mandatory.

7.3. Medical control

The competition is serviced by a medical institution engaged by the direct organizer during the competition.

Medical control is carried out daily according to the program of the competition. To pass the medical control, the driver declared by the Applicant /Competitor for participation in the competition must appear and present the following documents:

- Identity card (passport);
- Completed medical questionnaire.

After passing the medical control, the driver will be given a sticker, which must be placed on the driver's car in the upper right corner of the windshield.

7.4. Administrative control

Administrative control is carried out according to the program of the competition and the time specified during registration. During the passage of administrative control, the Applicant /Competitor (participant) presents the following documents:

- Identity card (passport);
- The driver's license, in accordance with clause 4.1 of these regulations;
- Completed medical questionnaire for each driver;

7.5. By signing the application, the participant, as well as the driver, is subject to the sports jurisdiction of the BAF and these regulations.

7.6. The Organizer shall not be liable for losses and damages to the participants and their property, or for losses caused to third parties and their property during the competition. This liability is assigned to the direct culprit.

7.7. The organizer reserves the right to suspend from participation in the competitions persons whose representatives or fans interfere with the competitions.

7.8. Technical inspections

Technical inspections are carried out according to the programs of the competition and the time specified during registration. To pass technical inspection, the participant must submit the declared car and equipment for inspection to the technical commissioner, as well as present the following documents:

- Passport for the car;
- A filled Technical inspection report;
- Safety systems documents (if any).

7.9. Free practice

Free practice is held according to the competition program.

Drivers who have passed the registration and medical control procedure are allowed to free practice.

Taking part in free practice, participants confirm that their cars meet the technical requirements, in accordance with paragraph 6.1 of these regulations.

7.10. Official practice

Official practice is held according to the competition program.

Only allowed drivers take part in official trainings, according to the list of admitted participants, drivers.

7.11. Briefing

The briefing is held according to the competition program.

The briefing is required to include the participation of all declared drivers.

7.12. Service zones, filling area.

Maintenance of cars is allowed only in the service areas determined by the organizer. The layout of the service zones is published on the information board before the start of the competition. Maintenance outside certain service areas is prohibited. The speed of cars in the service park should not exceed 5 km/h.

Refueling of fuel and lubricants vehicles is allowed only in the filling area determined by the organizer. During refueling, the car engine must be silenced, the main power switch is turned off. The pilot is advised to be outside the car. If the pilot is in the car during refueling, the seat belts should be unbuttoned, the door should be opened. Mechanics producing refueling must have a fire extinguisher specially designed to extinguish flammable liquids, with a total capacity of at least 4 kg. Spilled fuel should be immediately removed by mechanics who refuel the car.

7.13. Tandems

Tandem races are held in accordance with the program. Drivers must be ready to start in accordance with the schedule and the announced grid of races. The start of the race is the submission of the starting command. The end of the race is the crossing of the finish line by the second car, or the announcement of the race manager about the end of the race. If one of the cars stopped on the track and cannot continue driving independently, the end of the race is announced. From the moment of the finish of the first run within one pair, the drivers are obliged to move non-stop to the intermediate service area or to the start zone. After the end of the pair race, drivers must proceed without stopping to the designated area and follow judges instructions. In case of a stop to these zones, the pilot can be penalized.

Any actions with the tires of the car within one pair race are prohibited.

Each driver, provided that he does not leave for the start for three minutes, has the opportunity to take advantage of an additional interval of 5 minutes once during the competition. In the final part of the competition, starting with the Top 4, the pilots who used 5 minutes have the opportunity to take advantage of an additional 5-minute interval.

This time interval does not affect the other driver in the pair. Thus, the total time from the moment of calling the driver and until his arrival at the start can not exceed 8 minutes.

8. DETERMINATION OF RESULTS



8.1. The result of the driver is the sum of points scored by him in the qualifying and final races. Points are accrued according to the Table:

Doubles (TOP32)		Qualification	
1st place	100	1 place	10
2nd place	90	2nd place	8
3rd place	78	3rd place	6
4th place	65	4th place	5
TOP 8	48	5th–8th	4
TOP 16	32	9th–16th	3
TOP 32	16	17th–32th	1

8.2. In case of equality of points for two or more drivers, the advantage is given to the driver who has the best result (points) in qualifying races (test attempts).

9. PROTESTS, APPEALS

8.1. All protests are submitted in accordance with the requirements of Chapter XII of the BAF IC.

8.2. Each protest can be submitted by the driver or his representative to the Race Manager or the Chief Secretary of the competition simultaneously with a fee of 30 (thirty) basic units. If the protest is satisfied, the fee for filing the protest is refunded.

8.3. The protest must be submitted in writing, indicating the paragraphs and paragraphs of normative documents that the protester considers violated. Protests without these references are not accepted.

8.4. Participants can appeal to the decisions on their protest in accordance with the requirements of Chapter XIII of the BAF IC.

10. AWARDING

9.1. Winners and prize-winners of competitions in the individual standings are awarded with cups of the corresponding degrees.

9.2. The organizers can set additional prizes for athletes at the expense of the partners of the competition.

11. ADVERTISING

10.1. Cars participating in the competitions carry the organizer's advertising. The order of advertising is provided to each participant during the passage of administrative control.

10.2. The driver (Participant) can reject optional advertising for an additional fee equal to 400EUR to the direct organizer of the competition.

10.3. Deployment by participants of any advertising and advertising trade at the venue of the competition can be carried out only in agreement with the director of the competition.

12. FINANCING CONDITIONS

11.1. The organization and conduct of competitions is financed at the expense of the organizer, bid fees of participants of competitions and other sources of financing.

11.2. All expenses for providing participants during the competition shall be borne by the participants themselves or their sending organizations.

13. ADDITIONAL INFORMATION

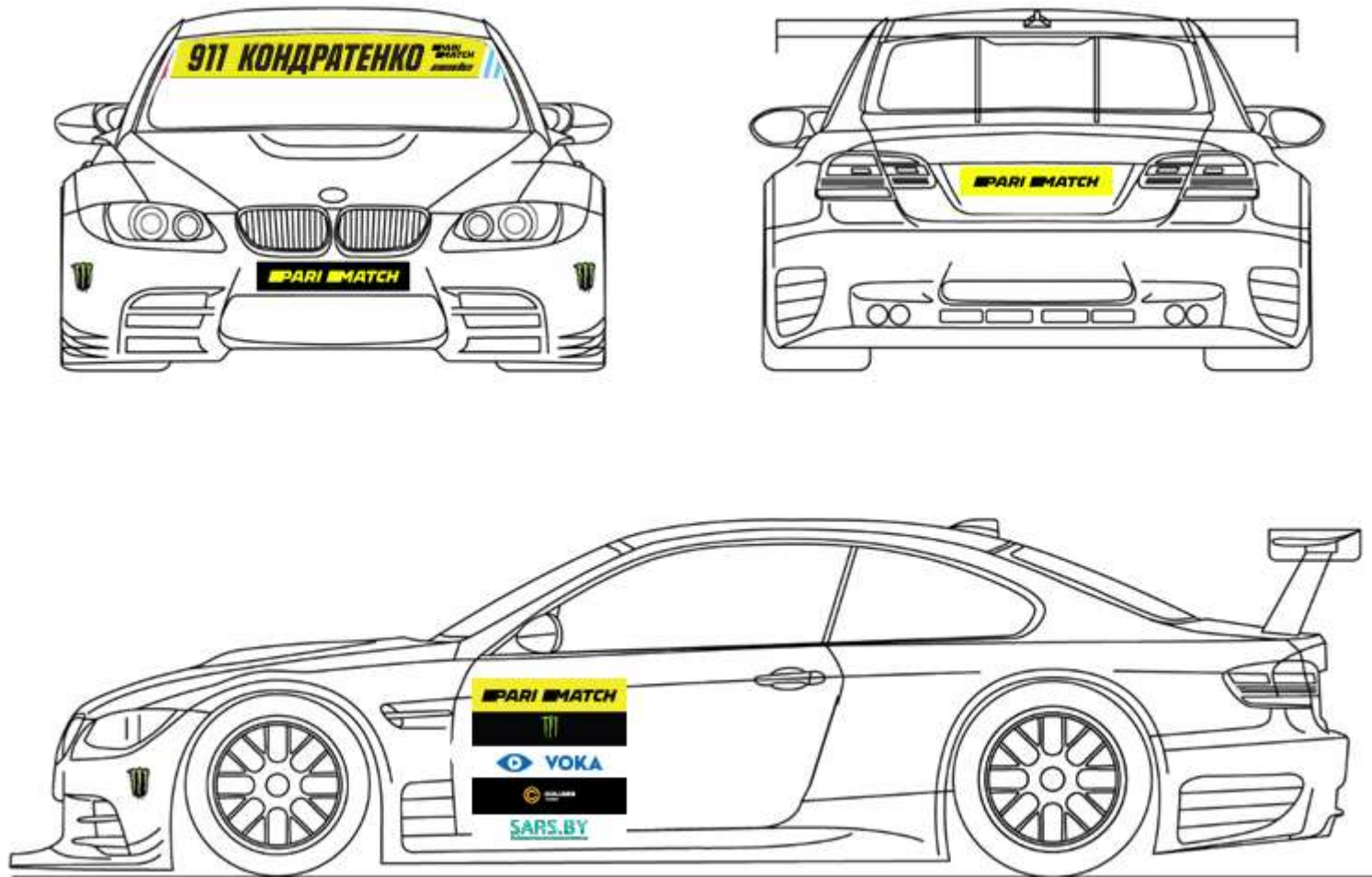
12.1. This Regulation is posted on the websites of www.baf.by, <https://eedc.eu/>, www.drift.by and www.racing.by and is the official challenge to the competition.

12.2. Контакты организатора: +37529 6 339 116, e-mail: drift@racing.by

Chief judge of the competition

Haik Simonyan

Scheme of stickers placement



PENALIZATION TABLE

N/N	Type of violation	Refusal to start (Exception)	Fine
1	Violation of the rules for placing official stickers:		
1.1	Absence of one official sticker on the car		5 b.v.
1.2	Absence on the car of the starting number or the name of the pilot, or the national flag, as well as non-compliance with their technical requirements		5 b.v.
2	Non-compliance of the declared car with technical requirements	Race Manager	
3	Violation of the rules for passing administrative and technical inspections:		
3.1	Being late within the time of their work	Race Manager	
3.2	Late passing of inspections within the appointed time		2 b.v.
3.3	Absence of documents established by the regulations	Race Manager	
4	Failure to comply with the instructions of the judges	Race Manager	
5	Violation of the rules of conduct in the service park (Appendix 4 PRD-20)		5 b.v. (for each violation)
6.1	Participant (driver) late for the briefing		2-7 b.v.
6.2	Absence of the Participant (driver) at the briefing	Race Manager	

TECHNICAL REQUIREMENTS FOR CARS PARTICIPATING IN THE EASTERN EUROPEAN DRIFTING CUP

In the event of a conflict between these requirements and the requirements of the BAF or FIA documentation, these requirements are apriority. These requirements are valid from the moment of their approval and are considered automatically prolonged until the release of new requirements.

1. PARTICIPANTS' CARS

1.1. Cars of serial production with internal combustion engines, prepared in accordance with these "Technical Requirements for passenger cars participating in drifting competitions" (hereinafter - TT), body cars with closed wheels, hood, grille, windshield are allowed. Allowed coupe, sedans, hatchbacks, roadsters, pickups, station wagons, convertibles, if any were the basic vehicles in their production.

1.2. For each car must be issued and provided for technical and administrative inspection act of technical inspection and technical passport of a sports car established by the BAF sample.

1.3. The car (in the proper form with the advertising of the organizer) and the pilot's equipment must be provided for technical inspection by the pilot or his representative within the period specified in the additional regulations of the competition (section "Competition Program").

1.4. Cars with rear axle drive are allowed only.

1.5. Cars with front axle drive, as well as all-wheel drive cars are not allowed to participate in the Competitions*.

- * *Changes made to cars are allowed, thanks to which the drive is carried out 100% on the rear axle.*
- * *Cars whose drive is changed to the rear with the use of electronic devices (all-wheel drive controllers) are not allowed to participate.*

1.6. Sports prototypes and vehicles on a spatial frame are not allowed to participate.

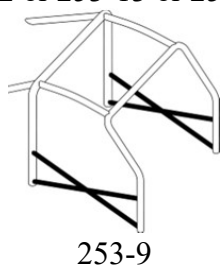
2. SAFETY REQUIREMENTS

2.1. Safety cage

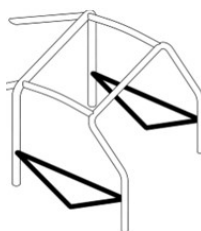
All cars of participants must be equipped with a safety cage with the number of attachment points of at least six. This frame must have valid documents of certified manufacturers of other NAFs or a certificate of in-depth inspection of those. BAF commission, with appropriate marking.

2.1.1. The safety cages used shall comply with Article 253 of Annex "J" of the FIA MSC. The minimum configuration of the safety cage figure 253-35V . Side struts should correspond to p. 8.3.2.1.2 Fig. 253-9 or 253-10 or 253-11, roof reinforcement 8.3.2.1.3

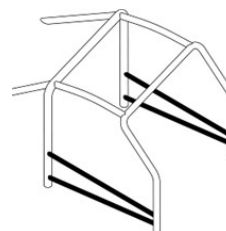
253-12 or 253-13 or 253-14



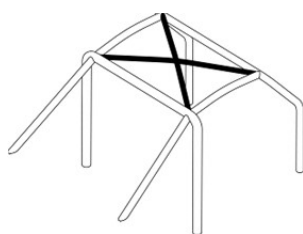
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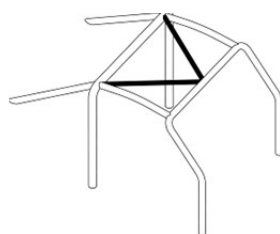
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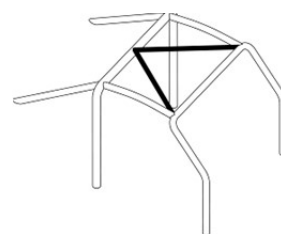
253-11



253-12



253-13



253-14

Cars with TP BAF issued before December 2015 with safety cages according to Fig. 253-36B are allowed to compete, but cannot be used as a drift taxi.

2.1.2. It is necessary to have the frame plates rejuvenated for motorsport in the area of possible contact of the frame with the helmet in accordance with paragraph 8.4 of Article 253 (https://www.fia.com/sites/default/files/253_18-19_wmsc_2018.03.09.pdf)

2.1.3. All additional crosshairs and scarves must fully comply with the requirements of Article 253 of Annex "J" of the FIA MSC.

2.1.4. Additional elements of the frame are allowed, which are aimed at strengthening the fixation of the modified tunnel or mounting points of the gearbox.

2.2. Seats and belts

2.2.1. A maximum of 2 sports seats can be installed in cars.

2.2.1.a. Mandatory use of sports seats, with a corresponding to the current Standards FIA 8855-1999 and 8862-2009, with a service life of not more than 10 years.

2.2.1.b. In the event that the standard mounting places are not used for fastening the seats, the seat anchorages must comply with Chapter 16 of Article 253 of Annex "J" of the MCC FIA.

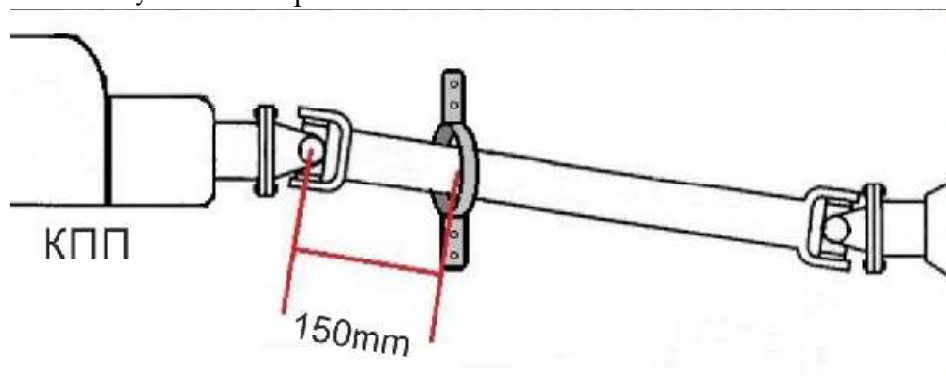
2.2.2. A **minimum** of five-point seat belts must be installed in the car for each day. Compliant with current FIA Standards 8853-1998, 8854-1998 and 8853-2016 or SFI SPECIFICATION 16.1.

The service life of the belts is not more than 10 years, while the condition of the belts must be satisfactory. The strap fastenings must be screwed into the regular boiled places, or in the absence of such, in specially made reinforced places in accordance with Article 253 of Annex "J" of the MSC FIA, or the manufacturer's instructions.

2.2.3. Regardless of the date of manufacture, seat belts should be replaced if the straps are cut/worn, if any of the buckles are cracked or bent if the car was in a serious accident, or in the direction of a technical commissioner.

2.2.4. The presence of tags with the date of manufacture on the belts is mandatory. In the event of a serious accident, the tags must be removed by the technical commissioner.

2.2.5. It is mandatory to install the protection of the driveshaft in accordance with the scheme:



The width of the loop min is 20mm and the thickness is at least 2mm for steel and 1.3mm for titanium. The hinge must be fixed to the chassis at least four points with bolts Ø8mm or more, strength class not lower than 8.8.

2.3. Salon and elements of emergency systems

2.3.1. The interior of the car must be separated from the engine compartment and fuel tank, including its filling pipe and neck, partitions made of non-combustible material, impervious to liquids and flames.

2.3.2. The battery must be securely fastened. To do this, it is recommended to strengthen the original mount of the battery. At the same time, it is allowed to refine the body, drill additional mounting holes in the battery site, as well as weld additional latches to fix the battery. The battery must be covered with a plastic or rubber cover. It is allowed to transfer the battery. In the case of installation of the battery in the cabin, it must be installed in accordance with Article 253 of Annex "J" msc FIA.

2.3.3. It is necessary to use the main switch of electrical equipment, excluding the formation of sparks. The switch must simultaneously open all electrical circuits, battery, generator, headlights, sound signal, ignition, other electrical appliances, etc. In the case of diesel engines that do not have electronically controlled nozzles, the main switch of electrical equipment must be combined with a device that cuts off the fuel supply to the engine. Access to this switch must be provided by the driver who is normally sitting at his workplace and other fastened seat belts. In addition, it shall be duplicated outside the vehicle in an accessible place in the area of the front pillar of the body. The switch located outside shall be marked with an equilateral triangle of blue colour having a side length of 12 sm (in accordance with the requirements of Article 253 of Annex "J" to the FIA MSC). Locking the steering wheel from the regular ignition lock (if any) must be removed.

2.3.4. It is mandatory to install an automatic fire extinguishing system that meets the requirements of the FIA (Article 253.7.2 of Annex "J" of the FIA MSC). The external activation device of the fire extinguishing system should be located next to the main switch of electrical equipment. Its location should be marked with a red letter "E" inside a white circle with a diameter of at least 12 cm with red edging. A driver sitting in his seat with the steering wheel fixed and fastened with seat belts must be able to turn on the fire extinguishing system.

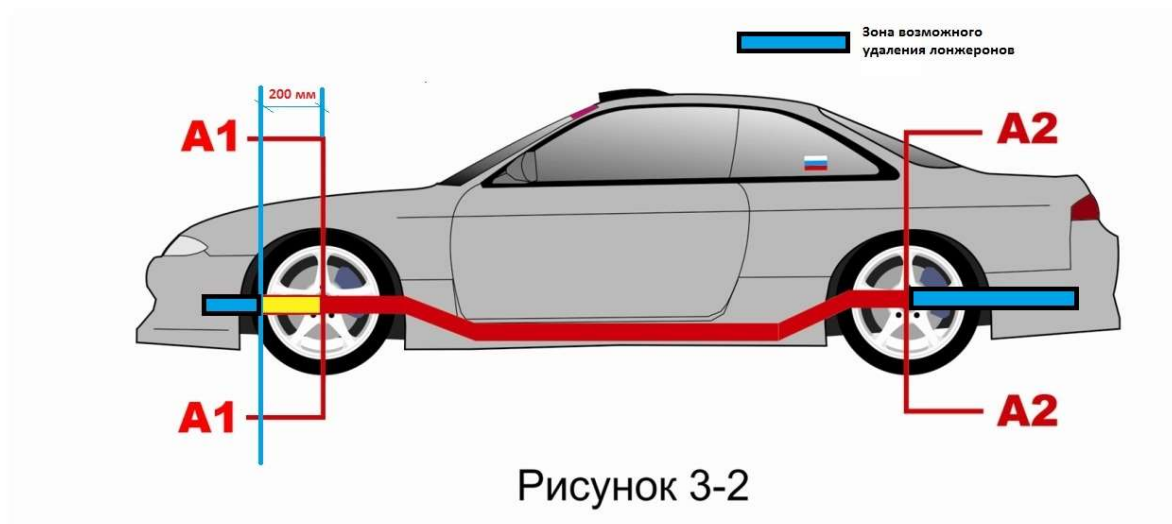
2.3.5. It is allowed to change the combination, location and material of all wires and pipelines. Cars can have fuel lines and pipelines for liquids located in the cabin in accordance with paragraphs 3.1, 3.2 of Article 253 of Appendix "J" to the FIA MSC. In all cases, these pipelines and fuel lines must be reliably protected. Brake tubes in the engine compartment must be metal. It is allowed to use aviation-type hoses, provided that they are reliably protected from high temperatures and open fire. It is forbidden to pass pipelines and wires between the safety frame and the threshold and / or external body panels. All pipelines must be securely fixed and protected from abrasion.

2.3.6. It is not allowed to leak any liquids or fuels and lubricants from the car.

3. PERMISSIBLE BODY CHANGES

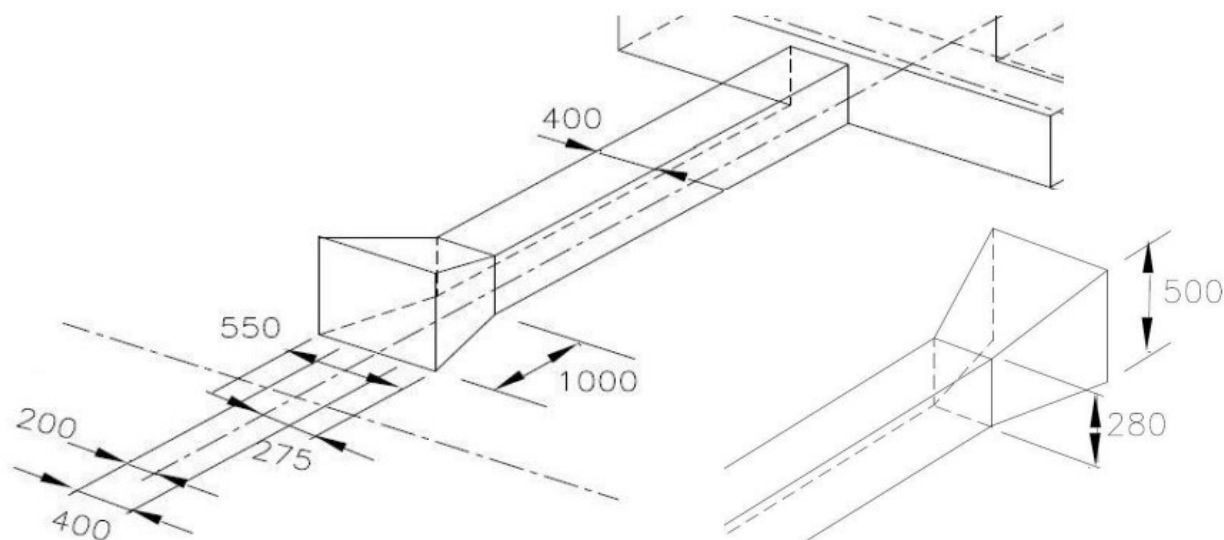
3.1. Mechanisms of opening - closing of doors should be serviceable and correspond to the serial factory design, while the handle for opening the door can be modified both from the outside and from the inside. In this case, the handle for opening the door from the outside should be highlighted in a contrasting color. At least two external mounts must be installed on the hood and trunk lid. At the same time, the springs (torsions) of the hood hinges and trunk lid, as well as the hood stop, can be removed or removed from action. The hood lock with drive from the cabin must be removed. It is allowed to remove the loops of the hood and trunk lid, while at least 4 external mounts must be installed. Opening the hood, trunk or doors while driving the car on the highway is unacceptable.

3.2. It is allowed to replace part of the load-bearing elements of the body (rear and front spars) with a free structure that ensures the rigidity of the body, in accordance with Figure 3-2 (part outside the axes A1-A1 and A2-A2):



3.3. The presence of a transverse impact on the sloping crossbar in front of the car is mandatory.

3.4. The motor shield and its location must be original. At the same time, it is allowed to modify the motor shield and tunnel using sheet steel with a thickness of at least 0.8 mm, subject to the following dimensions (see figure). This modification is used only to accommodate the transmission (clutch, gearbox, driveshaft, as well as parts necessary for their normal performance), while the engine cylinder block, engine head must be within the unmodified engine compartment.



For cars that participated in competitions up to 2019 inclusive and have a corresponding mark in the STP, the modification of the engine shield and tunnel is not limited.

3.5. It is permissible to replace the doors of the driver and passenger with lightweight ones (made of plastic, carbon or other composite materials). In the case of replacing the doors with plastic, the "crosses" are obligatory in the frame for the doorway, the height of the cross is not less than 30% of the height of the opening.

The inner cavity of the doors should be closed with a sheet non-combustible material (thickness not less than: metal - 0.5 mm, carbon / Kevlar - 1 mm, plastic - 2 mm) and prevent the driver from contacting the internal mechanisms in the door and parts of the locking device

3.6. It is mandatory to use a windshield made of triplex or provided by the manufacturer of the car original windshield. The method of fastening the windshield is only provided by the manufacturer for this model of car. Through cracks and chips on the inner surface are not allowed on the windshield. If they occur during the competition, drivers must use helmets with protective glasses or motorcycle-type goggles, the windshield must be replaced for the next competition.

3.7. It is allowed to install side and rear windows made of polycarbonate, with a minimum thickness of 3 mm. Polycarbonate side windows must be securely fastened in a secure frame. The use

of plexiglass is PROHIBITED. It is allowed to dismantle the standard glass lifting device, provided that the glass is replaced with another one made of polycarbonate.

3.8. It is allowed to install in the side windows of polycarbonate sliding vents for air ventilation with a size of not more than 25 x 35 cm.

3.9. The absence of glass on the front doors is allowed, provided that the protective network of the doorway or the system of holding the pilot's hands is applied. The network, when viewed from the side, should extend from the center of the steering wheel to the middle pillar of the body. The network should be made of braided strips with a width of at least 19 mm (3/4 inch). The minimum size of the mesh holes should be 25 x 25 mm, and the maximum - 60 x 60 mm. The braided strips should be non-flammable and sewn to each other at each intersection point. The network should not be temporary. The network should be attached to the safety cage above the side (driver's) window and removed by means of a quick-disconnect connection even if the car overturns. It should be possible to disconnect the mesh with one hand. The clasps should be colored with bright (orange, yellow, red) paint. It is allowed to install a detachable connection with a pressure button, provided that the requirements are met. In the absence of glasses, the net must be used in the dresser with a visor, helmet, helmet completely covering the face.

3.10. It is forbidden to darken the front side and windshield of the car.

3.11. It is allowed to install hatches and other elements of air intake or air intake from the cabin with a cross section of not more than 0.125 m² into the roof of the car.

3.12. It is strictly forbidden to take air for ventilation of the cabin from the engine compartment. For this purpose, it is allowed to change the design of the air intake, or bring it into a non-working state (removal and insulation with metal plugs using a tool).

3.13. The absence of one or more external body elements, such as front and rear fenders, hood, trunk lid, doors, glass, bumper, is not allowed.

3.14. The organizer has the right to admit the car without the presence of an external body element to participate in the competition.

3.15. When viewed from above on the car, the wheels must be effectively covered with wings at least the entire width of the working surface of the tire. It is forbidden to protrude the studs of the wheel fastening beyond the size of the wheel.

3.16. Two exterior mirrors, reflecting an area of at least 40 cm² each, located on both sides of the body, are mandatory. It is permissible to remove these mirrors in the case of installing a rear-view camera and a monitor in the cabin.

3.17. Anti-wings, spoilers - free.

3.19. Front and rear should be provided with axle level eyelets. Eyelets must withstand a force sufficient to tow a freely rolling car. Serial eyelets can be replaced by others, including reinforced ones. Flexible (made of cables or belts) eyelets are allowed. Towing eyelets should be marked with a contrasting color relative to the background (red, orange or yellow). When the eyelets are located at the bottom of the car on bumpers or spoilers, the same color should be applied arrows in the direction of the eyelets.

3.20. No part of the power structure (bash-bar, rigid towing eyelets) should not protrude beyond the perimeter of the car, visible from above.

4. ENGINE AND ITS SYSTEMS

4.1. Allowed one any serially (has a catalogue number of the manufacturer) produced internal combustion engine.

4.2. The exhaust system is not limited. All cars must be equipped with an exhaust system from the engine, directed away from the driver and fuel tank. The exhaust system must be metal. All components of the exhaust system must be securely connected to each other, as well as to the body or frame of the car. The output part of the outcrop of the rock system should protrude beyond the visible boundaries of the body. It is forbidden to output any elements of the exhaust system into the hood. The maximum level should not exceed the value according to the following criteria:

A. Static test - The car is measured at a distance of 0.5 meters from the exhaust at an angle of 45 degrees when the engine is running at 6000 rpm. In cases where the car has two separate exhausts, the measurement will be carried out at the midpoint between them at a distance of 0.5 meters from it. The maximum permissible noise in static tests is 109 dB(A).

B. Dynamic test. No vehicle is allowed to drive on the highway if its noise level exceeds 113 dB (A).

4.3. It is allowed to install intake components that differ from those produced by the manufacturer.

4.4. Any liquid hydrocarbon fuel gasoline, diesel fuel, bioethanol is allowed. When using bioethanol, it is necessary to have a sticker in the form of a blue rectangle with a minimum size of 160x120 mm., with an inscription in white E85, a height of letters 80 mm and a font thickness of at least 14 mm. This marking should be applied to the rear fenders on both sides of the car no further than 200 mm from the top of the wheel arch.

The use of water injection systems or water-ethanol mixtures into the cylinder is allowed. At the same time, all components (tank and its installation, pumps and their location, as well as pipelines) of this system must be performed in accordance with the requirements for the fuel system.

Use as fuel - methanol, nitromethane, propylene oxide and hydrazine is prohibited.

4.5. The number, brand and location of fuel pumps are free.

It is allowed to replace the original fuel tubes and their connections with the corresponding aviation-type highways in accordance with Chapter 3 of Article 253 of Annex "J" to the FIA MSC. When fuel pumps are located inside the cabin, it is necessary to enclose them in a container that is resistant to leaks of liquids and flames. It is forbidden to lay fuel lines in close proximity to the driveshaft and exhaust system.

4.6. It is allowed to replace the original fuel tank with a non-original one installed in accordance with Appendix "J" to the FIA MSC. It is recommended to use FIA-approved fuel tanks (standard FT3 1999, FT3.5, FT5 or SFI 28.1). The fuel tank, filling neck and vent should not be located inside the passenger compartment and the driver's compartment and should guarantee the absence of fuel leaks at any position of the car. Fastening the tank in the new place should be carried out by at least two steel tapes of a minimum size of 20x0.8 mm with bolts with a diameter of at least 10 mm. The nuts of such bolts should be made on amplifying plates from the opposite part of the body element by analogy with the bolts of the seat belts. The body in the places of fastening the tapes should be reinforced with steel linings with a thickness of at least 1.5 mm and an area of at least 10 cm². If the fuel tank and its filling neck are located in the luggage compartment - they should be separated from the passenger compartment by a rigid partition, not permeable to liquid and fire.

The gas tank should be equipped with a check valve installed in the gas tank ventilation hoses to prevent the fuel from pouring out into the vehicle turning over.

4.7. The use of supercharges of any type is allowed. Intercooler, the principle of its operation (air-air, air-water, air-ice) and its location is not limited within the outer contour of the body. Only water is allowed to be used as a coolant when using a forced irrigation system of the intercooler. For the access of cooling air, it is allowed to perform the necessary holes in the body.

4.8. Cooling fans, their fasteners, drive, switching system and temperature of their operation are free. The thermostat is also free. Screens and air ducts directing air to the radiator and located in front of it are free. The original expansion tank of the coolant can be replaced by another one under the condition that the capacity of the new tank is not more than 2 liters. Coolant pipelines are free, as well as their fittings. They can be of a different material and / or another diameter. If the cooling system elements with a coolant are in the cabin, these elements must be closed with protective heat-resistant housings.

Only water is allowed to be used as a coolant. Additives such as NEO 'Keep Cool' and Redline 'Water Wetter' are allowed.

4.9. Lubrication and ventilation system

The lubrication system is free, including dry crankcase. For the access of cooling air, it is allowed to perform the necessary holes in the body, which must be closed with a metal mesh. Oil lines must be metal or aircraft type in metal braid. It is allowed to use an open crankcase ventilation

system. In this case, all gases should be diverted to a tank that excludes fluid leaks, with a capacity of at least 2 liters made of translucent plastic or including a transparent panel securely fixed in the engine compartment. **It is forbidden to install a ventilation tank of crankcases near the elements of the exhaust system.**

4.9. Nitrous oxide (N₂O)

It is allowed to use nitrous oxide feeding systems intended for use in cars, motorcycles, snowmobiles and available in the free market. The system must be installed in strict accordance with the manufacturer's instructions. Cars equipped with this system should be marked with a sticker in accordance with Figure 2, located on both sides of the car in a conspicuous place protected from damage.

The nitrous oxide cylinder shall be designed for a pressure not lower than 124 bar. External heating of cylinders, except for electric blankets, is prohibited. The nitrous oxide cylinder must be securely sealed with the use of a tool, its fasteners must withstand a deceleration of 25g and have a safety valve with ventilation outside the car. Pipelines must be of the aviation type with a metal braid. If the pipelines pass through the cabin, they must be made in accordance with paragraphs 3.1, 3.2 of Article 253 of Annex "J" to the FIA MSC.

5. STEERING

5.1. It is allowed to install any steering wheel only with a closed rim. A steering wheel adapter hub is allowed. It is recommended to use an adapter that is homologated or certified in conjunction with the steering wheel, including the steering wheel to be quickly mounted. The quick disconnection mechanism should include a ring concentrically located under the steering wheel. Disconnection should be carried out by moving this ring along the axis of the steering column towards the steering wheel. In other cases, the adapter should be made of a single metal workpiece, attached to the steering shaft in the original way and be no longer than 200 mm.

5.2. The vertical angle of installation of the steering column can be changed. Be sure to reliably lock all threaded connections of the steering.

5.3. Changing the position of the steering wheel should not be adjustable without the use of tools (designed for this purpose, standard systems must be disabled).

6. BRAKE SYSTEM

6.1. The braking system must include two independent circuits driven by the same pedal. (Between the brake pedal and the calipers, these two circuits must be completely independent.) In addition, the braking system must be of the automobile type (brake mechanism for each wheel). When the brake lines are located inside the body, they must be made in accordance with paragraphs 3.1, 3.2 of Article 253 of Annex "J" to the FIA MSC.

6.2. In any case, brakes, as well as brake discs or drums of factory (factory) manufacture should be used.

6.3. Original rubber brake hoses can be replaced with aircraft-type flexible hoses and appropriate adapters must be used to attach them. Protective brake disc housings may be removed. Liquid cooling of the brakes is prohibited. In any case, brakes and brake discs or drums of factory (industrial) manufacture should be used.

6.4. It is allowed to install a handbrake with hydraulic drive, acting on the rear axle.

7. WHEELS AND TIRES

7.1. All wheels must be securely fastened with wheel nuts / bolts. The presence of unturned or broken wheel studs is prohibited. Fastening the wheels with bolts can be replaced with fastening with studs and nuts. In this case, the protrusion of the threaded part of the stud for the nut should be at least the diameter of the stud. The bolts must be screwed into the hub at least to the entire depth of the threaded hub hole.

7.2. Decorative wheel caps must be removed. Supplies are permitted to expand the wheel track. Supplies must ensure that the wheel is centered relative to the hub.

7.3. Wheels are free in design, but must be made of metal. Discs made of magnesium are prohibited.

7.4. It is allowed to use only molded tires, the tread pattern of which is created in an industrial (factory) way in the manufacture of the tire itself. It is forbidden to use tires of the "slick" type, i.e. tires without a tread pattern of the factory molding on the rear axle. The maximum width of the tires is 285 mm.

8. TRANSMISSION

8.1. Flywheel, clutch, gearbox and rear gearbox free.

8.2. It is allowed to use any gear ratios of the main gear and gearbox with the obligatory presence of reverse gear.

8.3. The use of lockable and self-locking differentials is allowed.

9. ELECTRICAL EQUIPMENT

9.1. Power wires are allowed inside the car. They must be securely fixed on the body panels. All wiring passing through the car interior should be located inside the safety cage (wiring between the safety cage and the car body is not allowed). For their passage through the partitions between the trunk, interior and engine compartment, holes can be drilled in each partition. Gaps in these holes must be sealed. Contact of wires with sharp edges of the holes is not allowed.

9.2. Bundles of wires located in the cabin should be enclosed in protective shells (harnesses) that prevent their damage. Holes in the body for the passage of wiring harnesses should have a rubber edging, a raft but covering the passing wiring harness.

9.3. All wiring should be neatly laid and not in doubt. The presence of open and not insulated wire ends is unacceptable.

9.4. Headlights and brake lights

Lighting fixtures (two headlights, or two fog lamps located in the front and at least two position lights in the rear) must be serviceable and switched on at night. It is allowed to use a light spotlight installed on the front of the roof. If the headlights of the car are made of glass, they must be additionally covered with a transparent film that does not allow fragments to fly apart in case of their breaking. The use of any factory-made lighting devices is allowed.

In case of removal or replacement of serial lighting devices with non-original, formed holes in the body, must be closed with sheet metal or plastic.

Be sure to have repeaters of the brake light on the windshield and rear windows, as well as two brake lights located in the normal place. Repeater of the brake lights should be located at the top of the windshield and rear window, while not closing with an advertising sticker. Must be made of LED strip with a minimum length of 50 cm, located on the upper edge of the windshield and rear window.

9.5. All cars of participants must be equipped with a connector (Part number 282104-1): located on the roof in the car (drawing of the connector and wiring diagram in the application).

10. EQUIPMENT OF PARTICIPANTS

10.1. Helmets – homologated for use in motorsport, starting from 01.01.1995 of closed or open type with serviceable clasps. The helmet must not have visible damage, cracks, chips, as well as significant scuffs and damage to the internal protective layers (fabric, foam, etc.)

It is recommended to use helmets that meet the following Standards (technical sheet No. 25 FIA, list of certified helmets Snell Foundation

http://www.fia.com/sites/default/files/l25_standards_for_helmets_0.pdf):

- FIA 8860-2004;
- FIA 8860-2010;
- FIA 8859-2015;
- Snell SA 2015

- Snell Foundation SAH 2010 (USA);
- Snell Foundation SA 2010 (USA);
- Snell Foundation SA 2005 (USA);
- SFI Foundation Inc, spec.31.1, SFI spec.31.1A и SFI 31.2A (USA) until 31.12.2018;

10.2. It is mandatory to use motorsport racing overalls (omology of FIA 1986 is allowed, as well as those corresponding to the SFI Foundation Inc 3.2A/1 standard and above, made of fire retardant fabrics Proban®, Pyrovatex®, Banox® etc. according to the BS EN 533 index 3 standard, having the following markings:



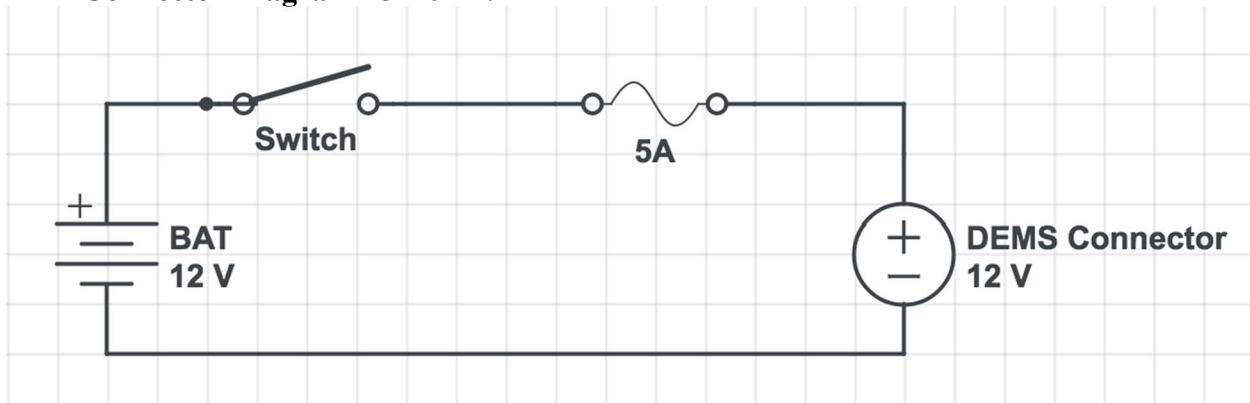
recommended overalls standard FIA 8856-2000.

10.3. It is mandatory to use a helmet, gloves and boots, homologated by the FIA for use in motorsport.

10.4. It is recommended to use long underwear and socks that comply with the current FIA Standard: 8856-2000.

10.6. Be sure to use neck protection (FHR).

Connector Diagram 282104-1:



CONNECTOR 282104-1

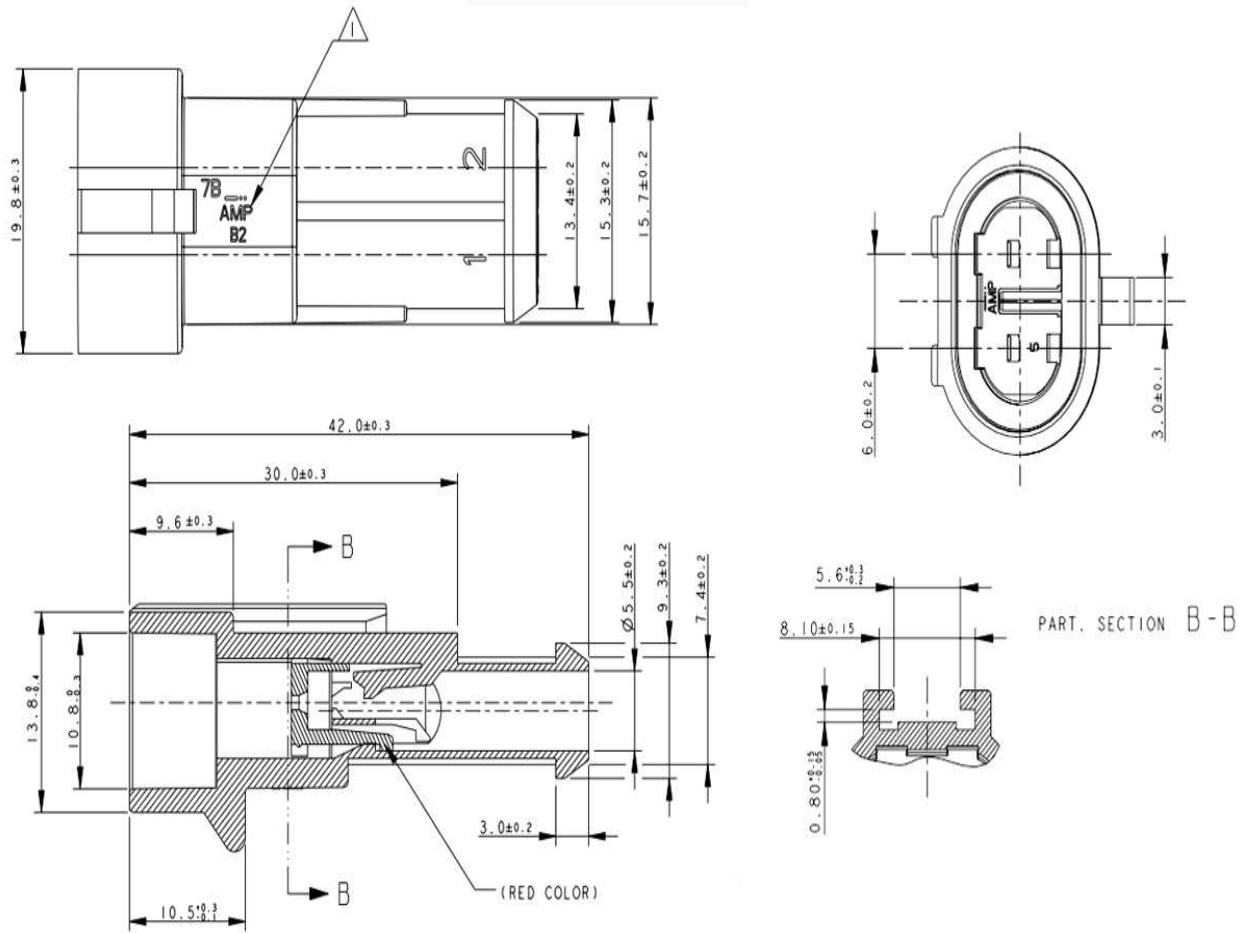


figure No2

