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RUSSIAN AUTOMOBILE FEDERATION  
DRIFT COMMITTEE

## **DRIFT COMPETITIONS REGULATIONS**

**2020**

# DRIFT RULES

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## **GENERAL PROVISIONS:**

These Regulations are used to hold competitions in the discipline of "drift" - the number-code of sports discipline is 166 014 1 8 1 1 L. Drift competitions are held in accordance with the Sports Code of the Russian Automobile Federation (RAF), these Regulations and the rules of the relevant competitions.

### **1. TERMS AND DEFINITIONS.**

**Drift** – motorsport discipline in which pilots compete in the skill of passing sections of the race track in a constant controlled drift.

**Solo runs** – single qualification races, an obligatory part of the competition; according to its results the participants who are admitted to the final part of the competition are determined, and a network of tandem races is formed.

**Tandem runs, tsuiso** – the final part of the competition, in which the winners are determined based on the decisions of the Drift Judges.

**Heat/Battle** – two consecutive races of one pair of Pilots, with a change in starting positions in the second race.

**Official training** - single or double races of pilots allowed to participate in the competition, held on the evaluation area before the start of qualification or double races. Included in the official competition program.

**Spotter** - a pilot's representative accredited by the organizer, who monitors the races to inform the pilot and adjust his actions.

**Acceleration zone** - a section of the track from the start line to the last initiation point, along which the cars of the participants are allowed to move in a straight line to gain the necessary speed.

**Respect zone** - the part of the acceleration zone, where the leader must move at a constant speed, without acceleration and deceleration.

**Initiation** - beginning of a car movement in a controlled drift after acceleration.

**Initiation Zone** – part of the racetrack designed to initiate the car into a drift.

**Evaluation area** - part of the racetrack from the end of the initiation zone to the finish line. The pilot must drive through the evaluation area exclusively in a controlled drift.

**Clipping zone** - a small zone of the evaluation area, usually indicated by lines or cones, which the participants' cars must go along its entire length, performing the judicial task.

**Clipping point** - a point indicated on the evaluation area, which must be passed by the cars of the participants according to the judicial task.

**Touch-and-go zone** - a small zone of the evaluation area, marked on the surface of the track or marked with cones, where cars of the participants must touch in an arbitrary

place, but necessarily within the boundaries indicated by markings and / or cones.

**Switch** - a change of the drift direction.

**Leader** - a car that goes first in a double race.

**Chaser** - a car that goes second in a double race.

**One more time** - a repeated Heat, carried out in case of impossibility to identify the winner according to the results of the first Heat of one pair of pilots.

**Competition timeout** - a timed stop of the races authorized by the head of the race for work with a car.

**“3 minutes”** - the time limiting the period of the participants’ departure of the upcoming Heat in the standings to the starting drive

**Hot pit** - technical stop of the car, in a strictly designated and visually marked area, to perform quick repairs and check the technical condition of the car. The time allowed to stay in the hot pit zone must be agreed upon in the Rules.

**Repair zone** - a special zone only where , within the framework of the Competition timeout, all technical work with the car can be carried out.

**Pre-start zone** - part of the track or a platform located in close proximity to the start.

**Service park** - part of the track or a platform, where the cars participating in the races can be located and serviced by teams during the competition.

Starting drive - an area where the cars participating in the races are called to.

**Retarder, chicane** – a bunch of turns, used to deliberately slow down the cars, usually denoted by cones, designed to slow the Leader towards the Chaser.

**DNF** – evaluation of the pilot for the incomplete race, which the judges of the drift put up for turning, stopping, stopping the drift, driving off the track with four wheels and other critical errors identified by the drift judges in the judging task of the stage.

**Drift Judge** - a **fact judge** working as a member of the board of 1 to 3 people, developing Judge Tasks and deciding on the points in the Qualifications and on determining the winners in double races. Decisions are made on the basis of performing a judicial task by the pilots according to the pre-approved criteria: trajectory, angle, style and speed. The drift judge can use any available tools, including electronic judging systems, to improve the accuracy of the evaluation, but in any case, the final decision is made only by the drift judge. The drift judge is involved only in determining the ratings, while the Head of the race and / or Race Director is responsible for the competition in accordance with the RAF SC.

## **2. COMPETITION SYSTEM**

Drift competitions consist of two parts: single races (Qualification) and tandem races (Heats).

As a rule, the qualification consists of two races for each pilot, but the

Regulation may provide for an increase in the number of attempts, depending on the level of pilots participating in the competition.

Points are awarded in accordance with Appendix 2 and a net of double races is formed, as indicated in Appendix No. 1, on to the results of the Qualification.

Tandem races are the main part of the competition, in which only qualified pilots participate. A series of three races is carried out for each pair either according to the "Olympic system" or according to the "Double Elimination" system. The procedure for conducting tandem races is indicated in the Regulations.

### **3. APPLICATIONS FOR PARTICIPATION**

3.1. Any person holding a license of RAF Applicant and wishing to take part in the competition, must send the completed application form to the organizer. The application form must be sent to the organizer within the time specified in the competition rules. The original application form must be submitted during administrative audits.

### **4. APPLICATION FEES**

4.1. The amount and procedure for making application fees are determined by the competition rules. The application fee must be paid no later than the time of passing administrative checks.

The organizer has the right to exempt the applicant from payment of application fees partially or in full.

4.2. Application fees are returned:

- to the applicants whose applications were rejected;
- if the competition did not take place, with the exception of cases of force majeure;
- in other cases provided for by the RAF Sports Code.

### **5. GENERAL PRINCIPLES OF ADMISSION OF ATHLETES TO COMPETITIONS.**

5.1. Drift competitions can be attended by men and women 16 years of age and older on equal terms, with the mandatory presence of a pilot license of RAF (or other NAF).

5.2. Pilots under the age of 18 may be allowed to compete only with the notarized consent of parents (legal trustees).

### **6. CARS, PILOT EQUIPMENT**

6.1. Drift competitions in Russia are divided into three main classes in accordance with the FIA classification:

- DC1 - professional class. Requirements for cars and equipment in accordance with Appendix 24-1 to the KiTT. Pilot equipment according to Appendix 15 to the KiTT RAF.
- DC2 - semi-professional class. Requirements for cars and equipment in accordance with Appendix 24-2 to the KiTT. Pilot equipment according to Appendix 15 to the KiTT RAF.
- DC3 - amateur class. Requirements for cars and equipment in accordance with Appendix 24-3 to KiTT. The minimum equipment for pilots is a helmet with a hard outer shell, energy-absorbing (polyurethane foam, styrofoam, etc.) inner insert, which is an integral part of the helmet construction, and ventilation holes. The use of car or motorcycle helmets, standards E22 and above, is permitted. It is recommended to use the equipment in accordance with the requirements of Appendix 15 to KiTT.

## **7. OFFICIAL COMPETITION DOCUMENTS**

7.1. Regulations is a document containing basic information about the upcoming competition, as indicated in article 4.6.3 of Chapter 4 of the RAF SC

7.2. A bulletin is an official document that is an integral part of the Competition Rules and is intended to publish changes, clarifications or additions to the latter.

Bulletins are issued:

- by the organizer - before the start of administrative checks (these bulletins are subject to mandatory agreement by the sports organizer);
- by the head of the race or the Sports Commissioners (if appointed) - throughout the competition.

7.3. License / Acceptance Certificate of the track

7.4. Competition Safety Plan (Safety Plan).

## **8. SECURITY DURING COMPETITIONS**

8.1. Athletes participating in drifting competitions are required to wear protective equipment in the cases and to the extent specified in article 6 and stipulated by the competition regulations.

8.2. Cars must comply with safety requirements as specified in article 6.

8.3. Security Plan is drawn up in accordance with Appendix 8 to the SC RAF (addition 4) and contains the necessary information on ensuring the competition safety.

8.4. The race leader using flags must notify the pilots about it during the briefing .

In case of violation of the rules of conduct during the use of flags, athletes are subject to penalties determined by the organizer in the competition rules.

<b>GREEN (swings, shown on command)</b>	<b>The track is free, you can start / continue races</b>
<b>YELLOW (swings, shown on command)</b>	<b>If there is an obstacle (danger) on the track, or as directed by the Head of the race.</b>
Signals given by yellow flags are valid up to and including the obstacle.	
<b>RED</b>	<b>Race stop</b>
All athletes should stop the race, slow down and continue to move slowly, obeying the instructions of the judges.	

## **9. INSURANCE, MANDATORY STICKERS AND ADVERTISING**

9.1. In addition to the insurance provided by the Pilot License, the applicant can take out additional insurance for pilots, crew members and cars.

9.2. Mandatory stickers of the organizer. Official stickers with starting numbers provided by the organizer are placed on the exterior surfaces of the body of each car participating in the competition (in accordance with their location scheme published in the regulations).

These stickers must be located and fixed on the car throughout the competition, fully visible, and should not overlap with any other stickers. Changing these stickers is not permitted.

9.3. The organizer may provide for the placement of optional advertising, which can be waived under the conditions set forth in the regulations.

9.3.2. Participants' cars may carry any type of advertisement if this advertisement:

- does not contradict the legislation of the Russian Federation;
- does not take up places reserved for organizer stickers and start numbers;
- does not worsen visibility through the windows of the car.

## **10. ADMISSION TO PARTICIPATION IN THE COMPETITION**

10.1. Administrative checks

The pilot's applicant must provide the following at administrative checks:

- application form;
- document on state registration of the vehicle (for cars of category DC3);
- sports pilot license;
- notarial permission from parents (for pilots under 18);
- information on the application fee payment .

Any applicant and pilot who has not passed administrative checks within the time limits of their conduct and who has not paid the application fee (taking into account clause 4.1) will be denied participation.

10.2. Technical Inspections. All cars participating in the competition must be submitted for technical inspection in accordance with the announced schedule.

The Sports Technical Passport of RAF (or another ASN) must be submitted when passing the entrance technical inspection for each declared vehicle in categories DC1 and DC2.

Any car that has not passed the technical inspection will be denied start.

## **11. BRIEFING**

- 11.1. Briefings for participants are held jointly by the Head of the race (the Chief Judge) and Drift Judges.
- 11.2. At the first briefing, the Head of the race (the Chief Judge) must inform the pilots about the procedure for emergency situations, the pattern of movement along the highway, and important safety issues.
- 11.3. The Drift judges must designate the starting point, the Evaluation area, and the layout of the clipping zones.
- 11.4. After training at subsequent briefings before the start of the corresponding part of the competition, the Drift Judges give the final Judge tasks for Qualification and Pair Races with an exact designation of the place and procedure of the start, initiation zone and its extreme point, an exact designation of clipping zones and points, as well as information on how the evaluation area is divided into sectors and what is the proportion of the evaluation for passing each sector in the final evaluation.

## **12. CONTENT AND ORDER OF COMPETITION**

### 12.1. TRACK (EVALUATION AREA)

- 12.1.1. The track and the evaluation area must comply with Appendix 3 to these regulations "Requirements for the tracks for drift competitions."
- 12.1.2. The organizer must determine and designate accordingly: the pre-start zone (if any), the start zone, the start line, the respect zone and / or the chicane (if any), the last initiation point, the finish line.
- 12.1.3. The location and configuration of the clipping zones and points are determined by the drift judges.
- 12.1.4. The judicial task indicating all parameters of the clipping zones and points should be announced at a briefing before the qualification begins.

### 12.2. TRAINING

12.2.1. The official training is an integral part of the competition and must be included in the competition program .

12.2.2. The official training is held before the qualification and tandem races:

- Before the qualification races, participants' cars undergo the training on the qualification task one by one.



- Before the tandem races, undergo the training in pairs, in the free order of tandem formation, unless otherwise specified by the regulations.

12.2.3. The organizer has the right to hold orientation trainings for the participants, such a training is not mandatory, but if it is held, it should be included in the competition program.

### 12.3. QUALIFICATION (SINGLE RACES)

12.3.1. During the Qualification, the pilot must pass the evaluation area exactly along the line specified in the Judicial Qualification Task, maintaining the optimum drift angle in each sector of the evaluation area.

12.3.2. The pilots' results in the qualification are evaluated according to three main criteria:

- Line
- Angle
- Style. This criterion, in its turn, consists of two parameters:
  - Accuracy, aggressiveness and pilot's commitment when moving the car forward along the path (Commitment)
  - control and fluidity when the car moves around its axis (Fluidity)

The specific gravity of each of the main criteria of the total score should be from 10 to 50%.

12.3.3. The Drift Judges can add an additional Speed criterion if they have a reliable measurement tool. The specific gravity of this criterion can be from 0 to 10% of the total score.

12.3.4. The judging task and the specific gravity of each criterion of the total score is set by the Drift Judges before the start of the qualification races.

12.3.5. The pilot's result in the race is evaluated based on the maximum (total or average) score of 100 points. For an objective evaluation, telemetry readings can be used.

12.3.6. The procedure for evaluating the results of the race is set out in the competition regulations. The recommended rating system, expressed in points, is as follows: all the criteria are distributed between the three Drift Judges, each of them puts a point for his own criterion (depending on its specific gravity based on the total maximum score of 100 points), then the results are summarized, and the pilot receives the final qualification point for the race. The following rating system is also acceptable: each of the Drift Judges declared for the competition (from 1 to 3 people), sets his point based on a maximum of 100 points, then the average score is displayed based on the results of the points set. And this is to be the qualification point for the race.

12.3.7. The best score received by each pilot in the qualification (single) races is taken into account to determine the results of the qualification. In case of equality of points

for two or more pilots, the second best score is taken into account. In case of further equality of scores for two or more participants, priority is given to the pilot who has left for the qualification earlier than his rivals, unless a different procedure for summing up the result is specified in the regulations.

#### 12.4. TANDEM RACES (tandem runs, tsuisō)

12.4.1. Tandem races (Heat) is a competition in which two cars pass the evaluation area together. The leader is evaluated in the same way as in a single race, and the chaser is judged by how close he was to the leader. The same criteria are applied both to the chaser and to the leader (in particular, it is forbidden to reduce the distance by reducing the drift angle and neglecting other criteria used to evaluate a single race).

12.4.2. Tandem races are allowed for pilots who, according to the qualification results, are among 32 (24 or 16 with a small number of participants) in the manner established by the table: 1st versus 32nd, 2nd versus 31st etc., and further, 1/16, 1/8, quarter finals, semi-finals and final.

12.4.3. To evaluate the actions of the Leader and the Chaser, the Drift Judges establish the Judicial Task for the Tandem Races, in which additional permitted parameters can be indicated or additional restrictions for the Leader and the Chaser can be introduced.

12.4.4. A series of three races is held for each pair:

- one race is orientational, in which pilots get acquainted with the state of the coverage and the readiness of the car for races (only for top 32 and top 16);
- the first test race, in which one pilot carries out the race as a leader, performing a judicial task on the evaluation area. He must do this, maintaining control of the slip and not preventing the chaser from approaching him. Another pilot acts as a chaser, demonstrating the ability to reproduce the leader's movements, being as close to him as possible.
- the second test race, in which the pilots change places.

The winner of the series is determined upon the completion of this series of races (HEATs).

12.4.5. The leader in the first test race is the one of the two pilots who showed the best result in the qualification.

12.4.6. The Leader's task is to show the closest possible drive to the Judicial Task for the Qualification. He must perform the maximum glide of the car as well as in the qualification (single race), trying to avoid mistakes.

Any tactical actions to force the chaser to slow down are prohibited.

12.4.7. The Chaser's task is to completely repeat the movements and the line of the Leader, being as close to him as possible, but not overtaking him. The actions of the Chaser are evaluated according to the following parameters:

- Angle (must be no less than that of the Leader),

- Proximity,
- Line - the chaser's line in relation to the leader's line
- Mimics. The chaser must show his ability to move as close and synchronous to the leader as possible, without overtaking him. He must drive close and parallel to the leader and do everything in the same way as he or better. If the chaser reduces his angle of drift in order to increase speed and stays close to or overtakes the leader, his score is reduced

The chaser must not overtake the leader. Nevertheless, he can do this in order to avoid a dangerous situation and / or a situation in which the smooth running of the race can be disturbed.

12.4.8. Any contacts between the cars that may force the leader to change the line are prohibited in tandem runs. Such actions by the chaser must be estimated by the judges as a serious mistake in this series of races.

12.4.9. Scoring in tandem races is made according to Appendix №2. The organizer, at his discretion, chooses the "Olympic system" for the tandem races or the "Double Elimination" system. The system of holding tandem races is described in the Competition Regulations and can be changed only by the decision of the CSC.

12.4.10. In case of equality of points in a series of races, a rerun of two races is assigned, while the "orientational" race is not performed. A maximum of two series of reruns can be assigned. If the winner is not determined by the results of reruns, the pilot who takes a higher place in the qualification is recognized as the winner.

### **13. DRIFT JUDGING**

13.1. Each race is evaluated by the Drift Judges. The evaluation is carried out according to the criteria described in paragraph 12 above.

**The Drift Judges are the only persons who can advise the pilot on the interpretation of the judging criteria within the framework of their judicial task. Judicial tasks must be approved by the CSC (or by the Head of the race in the absence of the CSC)**

13.2. The specific gravity of each criterion (Style, Angle, Line) for a particular competition is determined by the jury of the Drift Judges, but the general recommendations are as follows:

- For Class DC1: Style 40; Angle 30; Line 30
- For Class DC2: Style 30; Angle 30; Line 40
- For Class DC3: Style 20; Angle 30; Line 50

13.3. General evaluation criteria and points scoring procedures should be described in the Competition Regulations. The judicial task for each stage should be published

before the start of the qualification and explained at the briefing for the participants. If necessary, judges can make adjustments to the judicial task for tandem races, which must be published and explained to the participants before the tandem races.

13.4. The main mistakes of the pilot, for which he receives a DNF rating for the race are:

- U-turn
- full stop or critical slowdown
- explicit, visible rectilinear movement (without drifting),
- drift with the opposite to the task angle,
- driving outside the racetrack with 4 wheels,
- critically large distance from the Leader, which completely violates the pattern of the race.

The Drift Judges can identify other mistakes and violations, which are rated as DNF. All these parameters should be clearly described in the Judicial tasks.

13.5. The Evaluation area and the Judicial tasks must, above all, comply with the principles of entertainment, subject to the observance of all necessary safety requirements. They should provide the possibility of close and synchronous movement of cars in tandem races.

13.6. The start procedure must be described in detail in the Competition Rules. The main principle of organization of the start is to prevent the Leader from creating a significant gap from the Chaser before the start of the evaluated area. For this purpose, the starting chicane, respect zone indicated in the judicial task, permission given to the pursuer to start moving before the starting signal may be used. In this case, it is necessary to control the false start of the leader.

13.6.1. The following is considered the Leader's false start:

- beginning of movement before the starting signal.
- downed cone of the starting chicane
- staying at the start for more than 3 seconds after the starting signal
- a significant decrease in the acceleration rate (intentional or accidental) before the beginning of the evaluation area

The Leader receives a Warning for a false start. It is allowed to get no more than 2 Warnings in one run. The Pilot receives a DNF in the case of the 3rd Warning in this run.

13.7. Drift Judges' work

13.7.1. The organizer of the competition should provide a convenient place for the work of the Drift Judges. At least the entire evaluation area should be visible from this place,

and it should be located at the highest possible point relative to the racetrack to ensure the correct viewing angle. In case this requirement is not feasible, a video record must be provided with the possibility of quick viewing for the Drift Judges.

13.7.2. Telemetry readings and video recording, both outside and inside the car, can be used to evaluate the races.

13.7.3. The Drift Judges are fact judges. All decisions made by the Drift Judges are final and not subject to review. Protests against the Drift Judges' decisions are not accepted.

## **14. JUDGES' EVALUATION & PENALIZATIONS**

The following types of penalization are used:

14.1. DNF in the qualification or tandem race for performing on the entire evaluation area or its zone (determined by the judicial task):

- U-turn (or mechanical breakdown), including in the acceleration or braking zone;
- frankly insufficient car drift;
- driving off the track;
- using techniques that are considered unsportsmanlike or dangerous;
- collision with an opponent (intentional or not). Light contacts that do not affect the movement of cars in the race and do not pose a danger can be left without attention at the discretion of the judges;
- the pace in the tandem race, which differs from the qualification one by more than 20% in the direction of decrease (if a system that allows to objectively evaluate this parameter is used).
- drift with the opposite to the task drift angle

From the moment when DNF is received, the run in which this score is obtained is considered completed.

14.2. Decrease in judges' score:

- mistake in driving, failure to fulfill the Judicial task;
- consciously "slow" movement in the tandem race as a leader;
- mistake in the clipping zone (knocking down a landmark).

14.3. Exclusion from the competition or from the series of races:

- any form of dangerous behavior on the track or in the competition area (paddock, etc.)
- excess of the established speed of movement off the track;
- training in places not specified for this, including the paddock;

- unsportsmanlike behavior;
- disobeying the signals and instructions of the judges;
- non-compliance with the technical requirements;
- anti-doping rule violation;
- failure to comply with important instructions received at the briefing;
- failure to fulfill the duties of the pilot and / or his team.

## **15. DETERMINING THE WINNER OF THE COMPETITION AND DISTRIBUTION OF PLACES**

15.1. The winner of the competition is determined by the highest total points received for the qualification and tandem races in accordance with Appendix 2.

15.2. The remaining places are distributed in decreasing order of points among the participants who started in at least one of the qualification races.

15.3. In case of equality of results in the competition between two or more pilots, the pilot who takes a higher place according to the results of the qualification has priority.

## **16. PROTESTS AND APPEALS**

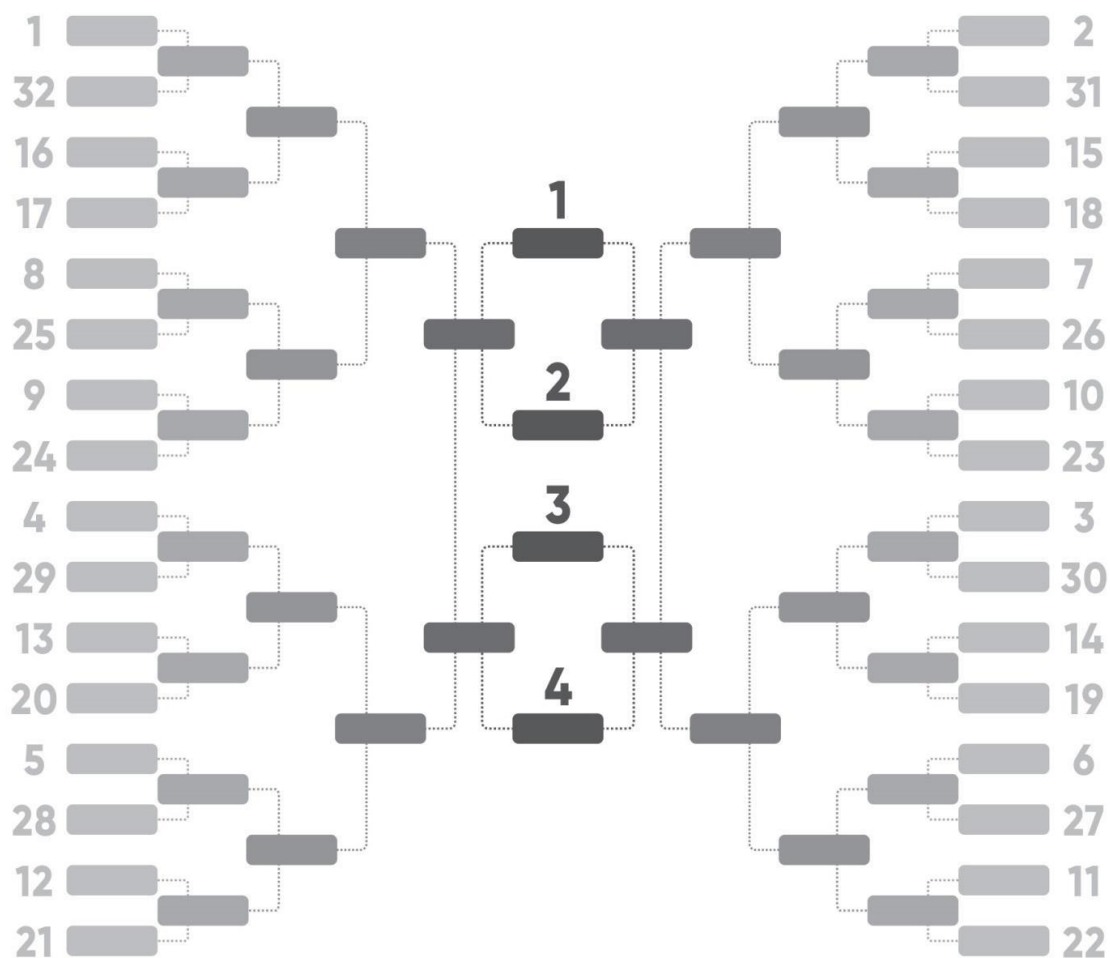
Protests and appeals are submitted in accordance with the requirements of the SC RAF with the exception of the following:

Decisions of the Drift Judges made as part of their judicial task are not disputed and protests on them are not accepted.

## Appendix No. 1 "Schemes for holding tandem races"

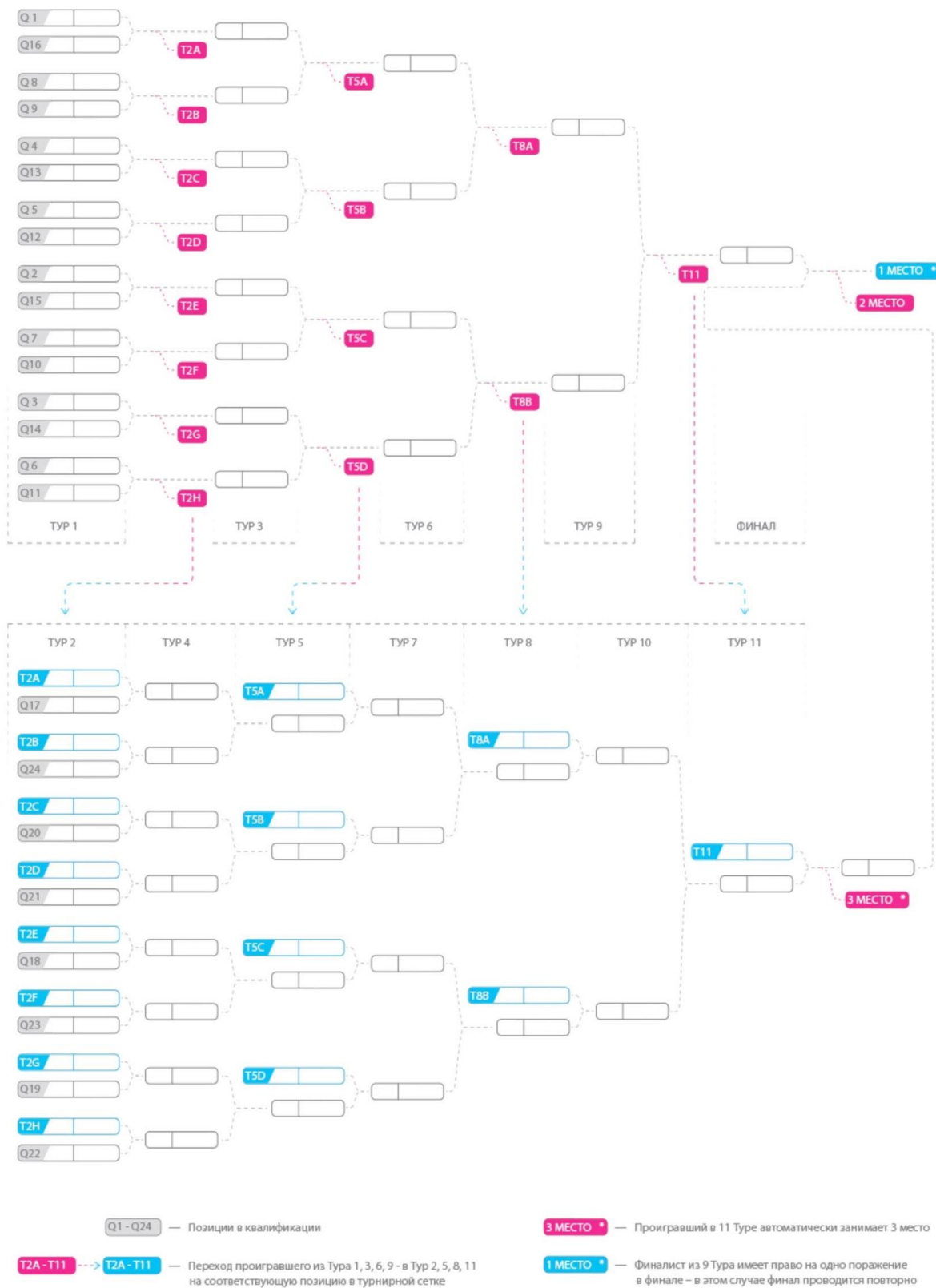
### 1. The scheme of the tandem races "Olympic system"

#### ПОРЯДОК ФОРМИРОВАНИЯ ПАРНЫХ ЗАЕЗДОВ



## 2. The scheme of the tandem races «Double Elimination»

### ТОП 24





## Appendix No. 2 Scoring

### 1. «Olympic system»

QUALIFICATION		TANDEM RUNS	
PLACE	SCORES	PLACE	SCORES
1	25	1	210
2	21	2	185
3	19	3	160
4	17	4	135
5-6	12	TOP 8	110
7-8	9	TOP 16	80
9-12	6	TOP 32	40
13-16	4		
17-24	2		
25-32	1		

### 2. «Double Elimination»

QUALIFICATION		TANDEM RUNS	
PLACE	SCORES	PLACE	SCORES
1	25	1	210
2	21	2	185
3	19	3	160
4	17	4	135
5-6	12	TOP 8	110
7-8	9	TOP 16	80

9-12	6	TOP 24	40
13-16	4		
17-24	2		

### **Appendix No. 3 Requirements for the venue.**

1. Drift competitions can be held on tracks with asphalt or asphalt-concrete surface.
2. The minimum track width is at least 8 meters.
3. The selected track configuration must have enough space for acceleration and provide for at least 1 shift (change of drift direction).
4. The places for the drift judges must be located high enough and at such a distance from any part of the evaluation area, so as to have a continuous panoramic view of the entire evaluation area of the track.
5. The track must have an acceleration line (acceleration zone), which allows the cars to accelerate sufficiently before entering the first turn of the evaluation area in order to demonstrate their skills and the car's full potential and to maintain sufficient speed throughout the entire area.
6. Safety measures on the tracks are taken to protect spectators, drivers, officials and competition staff. The characteristics of the track (coverage, adjacent areas, buildings and structures), as well as the speeds reached at any point on the track must be taken into account when developing safety measures. The security plan must comply with the requirements of the RAF and must be approved in the manner prescribed by the legislation of the Russian Federation.
7. Clipping points and zones, starting zone, respect zone, initiation zone and other elements of the judicial task must be marked on the track so that the pilot can clearly see the placed landmarks. These landmarks must be safe for both the car and the construction itself when they have a light contact with the car. In the case of the destruction of such landmarks (racks, cones, signs) because of the contact with the car, they or their elements must not harm the participants and spectators on the track.
8. When drawing up a plan of the track and a safety plan, it is necessary to provide for the possibility of prompt arrival of vehicles of the medical, fire and rescue services (including the extraction team) to any point on the track for a time not exceeding 60 seconds from the moment they got the command.
9. The Head of the race and the Safety Commissioner are obliged to accept the track before the start of the competition, to make sure that it is safe and complies with the requirements, and they must sign the Track Acceptance Act (Chapter 5 of the SC RAF) in the presence of a representative of the Organizer. For competitions at the national and interregional levels, the RAF may additionally establish requirements for licensing the track.