



Agreed
RAF Drift Committee
_____ 2022

Approved by
RAF Sports Council
_____ 2022

RUSSIAN AUTOMOBILE FEDERATION CUP
RUSSIAN DRIFT SERIES
RDS GP 2022

REGULATIONS

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INTRODUCTION

The present Regulations are drafted under the instruction of the Ministry of Sport of the Russian Federation to determine the procedure for organizing and conducting the RAF CUP in the DC1 Grand Prix class of the Russian Drift Series 2022 (hereinafter - RDS GP 2022)

These Regulations apply to RDS GP 2022 only.

RDS GP CALENDAR 2022

Stage No.	Dates	Location	
		Venue	RF region
1	April 28 – May 01	MOSCOW RACEWAY	Moscow Oblast
2	May 19–22	NRing Automobile Sports Facility	Nizhny Novgorod Oblast
3	June 30 – July 03	ADM RACEWAY	Moscow Oblast
4	July 21-24	Red Ring Race Circuit	Krasnoyarsk
5	August 11–14	IGORA DRIVE	Leningrad Oblast
6	September 08-11	MOSCOW RACEWAY	Moscow Oblast
7	October 13-16	SOCHI AUTODROM	Krasnodar Territory

GENERAL PROVISIONS

The RDS GP 2022 RAF series is organized by a legal entity licensed as the RAF Organizer – Russian Drift Series LLC, to which RAF transferred all commercial rights to the competition and who is responsible for fulfilling the requirements of RAF SC, for the appropriate conduct of the event as per the calendar, ensuring the safety of participants, judges and spectators during the event.

Details of the Organizer: Russian Drift Series, LLC (TIN 7724805877), No. 44 Bolshaya Akademicheskaya St., block 2, office 228B, Moscow, the Russian Federation, 127550. General Director: Dobrovolsky Dmitry Andreevich. RAF Organizer license number 20016 (100).

The Sports Organizer of the events held under the present Regulations is the RAF Drift Committee.

The Drift Committee appoints the General Secretary of RDS GP 2022. All the documents to be submitted to RAF under the present Regulations or any other RAF regulatory documents, including protests, addressed to the Drift Committee, shall be addressed to the General Secretary.

The General Secretary of RDS GP 2022 is Anastasia Vladimirovna Shtemberg, contact address: No. 44 Bolshaya Akademicheskaya St., block 2, office 228B, Moscow, tel.: +7 982 920 3556, e-mail: sport@vdrifte.ru.

The General Secretary ensures the publication of the RDS GP 2022 current and final classifications.

The Organizer is responsible for conducting the competitions in accordance with the provisions of the present Regulations.

For general sports inquiries, contact: sport@vdrifte.ru.
For technical inquiries, contact sivoplesov@gmail.com.



For media inquiries, contact press@vdrifte.ru

The updates and amendments shall be published on the official website www.vdrifte.ru in the [Documents](#) section and the RAF website www.raf.su in the [Drift](#) section.

When taking part in the RDS GP 2022 competitions, all Participants, Applicants, Representatives, and all RAF Licensed individuals and legal entities shall be guided by the following regulating documents:

- Federal Law of December 4, 2007, No. 329-FZ „On Physical Culture and Sport in the Russian Federation“ (hereinafter – the FL);
- Regulations of All-Russian Competitions;
- All-Russian Anti-Doping Regulations approved by the Ministry of Sport of Russia, Order No. 947 of August 9, 2016;
- Unified Sports Classification System of Russia (USCS);
- All-Russian Register of Sports (ARRS);
- [RAF Sports Code](#) (hereinafter RAF SC) and appendices to it;
- [Current Drift Competition Rules](#) (hereinafter Drift Rules);
- Requirements for the racing tracks and drifting competitions safety;
- Judges' qualification requirements of the Ministry of Sport and RAF Sport Judges Regulations;
- The present RDS GP 2022 Regulations (hereinafter referred to as Regulations) and published Bulletins being an integral part of the Regulations;
- [Technical Requirements for the Drifting Vehicles](#) (Appendix 24 to the Classification and Technical Requirements);
- Individual regulations of the RDS GP 2022 stages;
- Clause 3 Part 4 Article 26.2 of the Federal Law No. 329-FZ prohibiting any officials and participants of the competitions from any unlawful influence on the sports event results. It is forbidden by Clause 3 Part 4 Article 26.2 of the Federal Law of December 4, 2007, No. 329-FZ „On Physical Culture and Sports in the Russian Federation“ to participate in bookmaking and sweepstakes by betting on official sports competitions.

By the resolution of RAF Sports Council of June 03, 2020, the organizers, participants, judges of the event shall consider the Recommendations for the Organizers on the Preparation and Conducting of Sports Competitions and Events, Practice Sessions in Motorsports in the Context of COVID-19 Incidence Risk” published on the official RAF website.



The participants, spectators, officials, and staff of the competitions are obliged to use personal protection equipment except for the period of competition and practice sessions (for athletes only).



COMPETITION PARTIES

1. PARTICIPANTS OF THE COMPETITION, APPLICANTS, DRIVERS, REPRESENTATIVES, SPOTTERS, TEAMS, CLASSIFICATION.

1.1 Every competition participant shall be represented by at least one Driver and one Vehicle, and, if possible, one more person (acting as the Applicant) officially authorized to act on behalf of the Driver. The participants are allowed to declare several Vehicles for the same Competition.

RDS GP 2022 Applicants are:

- Legal entities holding valid applicant Licenses issued by RAF, FIA, and other ASN.
- Individuals over 18 years can act as Applicants for themselves, declaring themselves as a Driver. In this situation, the RAF Applicant License is not required, the RAF Driver's License is used.

1.2 The team members shall appoint a person to act as a Representative for the team (Driver, Team Manager, Spotter) by declaring them in the submitted Participation Entry.

All representatives and spotters shall hold an RDS GP ID to participate in the event (see Appendix 8).

The team shall act exclusively through the appointed representative (except for the situations when the personal signature of the Driver is required) who is in charge of officially representing the Team, filing protests or the Team's refusal to participate in the event or even the Team's decision to resign the championship title. Replacement of the Team Representative is allowed. If the Team Representative is replaced during the Competition, the Applicant shall be responsible for notifying the Competition Secretary of such replacement. The new Team Representative takes up the position only after the appropriate official notification is provided to the Competition Secretary.

1.3 Spotter is allowed to attend briefings, stay at the Drift Judges' location during the practice runs, and access the spotters' designated workplace.

1.4 Every Applicant who submitted an entry for any stage, in case of impossibility of taking part in the given stage shall file a notice of withdrawal to the Organizer, identifying the reason for such withdrawal, before the end of the entry campaign. If the reason for withdrawal is recognized as reasonable by the Organizer, the Organizer may return up to 100% of the application fee paid by the Participant. The amount of the returned application fee is determined by the Organizer at his discretion.

1.5 After the end of the entry campaign and the Drivers' Entry List is published, the entry may be withdrawn only the total amount of the application fee has been paid. The absence of a driver who has not paid the application fee but has been included in the preliminary entry list causes provisional suspension of the Driver. Such temporary suspension shall remain in effect until the Applicant who listed the Driver pays a fine at the amount of the application fee established for the official competition stages. The decision on bringing this clause into effect against the given Applicants and Drivers is made by the Organizer.

1.6 The absence of a Driver submitting a participation entry without prior notification of the Organizer results in provisional suspension of the Driver.

2. VEHICLES AND GEAR

2.1 Only DC1 class Vehicles complying with the requirements of Appendix 24 of CaTR that have passed the Primary Technical Inspection (PTI) and Incoming Technical Inspection (ITI) are admitted to the competition. All Vehicles shall



carry the RAF-approved Sports Technical Passport. The participants holding foreign licenses are allowed to use the Sports Passports issued by other national automobile federations.

2.2 Every Applicant has the right to declare a Spare Vehicle subject to all the requirements for the Main Vehicle (passing the TI, availability of documents, mandatory advertising, etc.).

2.3 The Vehicle presented to the TI first is automatically considered the Driver's Main Vehicle and cannot be declared or used as a spare one.

2.4 The main vehicle is allowed to be replaced with a spare one:

- before the Qualifying;
- before TOP32;
- before TOP16.

In any case, any declared Vehicle can be used in the classified runs by one Driver only, i.e., if one Driver has used the Vehicle, no other Driver is allowed to use it.

2.5 Mandatory safety gear of the driver:

- helmet;
- helmet comforter;
- fireproof coverall;
- fireproof heatproof underwear;
- footwear;
- gloves;
- head and neck protection system (HANS or FHR), hand restraint system (if any).

All gear shall be approved by FIA (see current Appendix L to FIA ISC) or RAF (see Appendix 15 to CaTR).

3. PARTICIPATION ENTRY. FEES

3.1. PARTICIPATION ENTRY SUBMISSION

RDS GP 2022 participation entry is submitted to the Organizer. The entry form is available on the driver's account at vdrifte.ru. The Driver's Entry Form is presented in Appendix 5 hereto.

The registration campaign opens and closes under the Individual Regulations of each stage. The entry contains the data of the Driver, Participant, and the Vehicle that will take part in the Competition.

3.2. ENTRY FEE

3.2.1 The Basic fee for one Driver for the season (with the consent to Organizer's advertising placement) is **300 000 rubles**.

The additional organization fee for the Participants willing to compete in the Teams' classification of RDS GP 2022 is **300 000 rubles** per Team.

3.2.2 Should the Applicant refuse to place the Organizer's advertising on the vehicle and driver's coverall (optional advertising), they shall pay an additional fee of 80 000 rubles for the absence of stickers and chevrons of one sponsor



(for each declared Driver). For the refusal to apply the stickers of two sponsors, the fee is 160 000 rubles, etc. The said amount is established for one stage.

3.2.3 For every Spare Vehicle declared, the Applicant shall pay an additional fee:
15 000 rubles if the Vehicle is declared for use by one Driver only
20000 rubles if the Vehicle is declared for use by two or three Drivers of the same Team
30000 rubles if the Vehicle is declared for use by more than three Drivers

3.2.4 The number of Vehicles declared for the competition is unlimited.

3.3. PARTICIPANTS AND DRIVERS ELIGIBILITY CRITERIA

3.3.1 All the Drivers, Participants, and Officials taking part in RDS GP 2022 shall hold a valid license. The minimum driver's license level is E license issued by RAF, FIA, ASN.

3.3.2 All Drivers participating in the competition are obliged to undergo a medical examination in accordance with the Competition Program. During the medical examination, the Drivers shall present:

- Medical statement complying with the [medical statement requirements](#) published on the RAF website (raf.su) confirming the fact of passing the medical examination and being admitted to motorsports (except for the Drivers not being citizens of the Russian Federation and holding ASN Driver's Licenses different from those issued by RAF) and its copy.
- Copy of the license of the medical institution that issued the medical statement certified by the official seal of such institution (if not issued by a recognized Sports Medicine Center).

4. INDIVIDUAL AND TEAM CLASSIFICATION

4.1 In RDS GP 2022, winners and prize-winners in the Individual and Team Classification are decided.

It is not allowed to declare more than three Drivers per team for the Team Classification of each stage of RDS GP 2022. During the season, each Driver may be declared for one Team only. The Team is acknowledged as an RDS GP 2022 participant since its first entry for any stage of the season.

5. RESULTS. SCORING

5.1 The Driver's performance at every stage is assessed by the score gained in accordance with the Tables:

Qualifying round ranking	Score	Tandem run ranking	Score
1 st place	25	1 st place	210
2 nd place	21	2 nd place	185
3 rd place	19	3 rd place	160
4 th place	17	4 th place	135
From 5 th to 6 th place	12	Out after TOP8	110
From 7 th to 8 th place	9	Out after TOP16	80
From 9 th to 12 th place	6	Out after TOP32	40
From 13 th to 16 th place	4		
From 17 th to 24 th place	2		
From 25 th to 32 nd place	1		
33 rd place and below	0		



5.2 The Team's final score at the stage is the sum of the two best results scored by its Drivers in the individual classification.

5.3. At any stage, the team event is considered to have taken place if at least three team entries have been submitted. If less than three team entries are submitted, the fee paid for the team shall be returned.

5.4 If at least one of the Team Drivers is excluded or disqualified, the result of the Team is calculated from the result of one Driver only.

5.5 If the score gained by two or more Teams at the stage is even, the Team with the Driver who gains the higher place in the Individual Classification takes the higher place.

5.6 The Driver's final score in the Individual Classification of RDS GP 2022 is the sum of the Driver's score for all stages according to the season results.

5.7 If the score gained by two or more Drivers in RDS 2022 is even, the Driver who takes a greater number of higher places (first, then second, then third, etc.) is rated higher; in case of a further draw, the Driver who takes a greater number of higher qualifying places is rated higher.

5.8 The Team's final score in RDS GP 2022 is the sum of the Team's score for all stages according to the season results.

5.9 If the final results of two or more Teams in RDS GP 2022 are even, the Team having the Driver rated higher in the Individual Classification shall take a higher place.

6. COMPETITION OFFICIALS

6.1 OFFICIALS

The officials are appointed by the Organizer as agreed with RAF.

[The officials are appointed to the following positions:](#)

Sports Commissars Board (1–3 scrutineers);
Clerk of the Course;
General Secretary of the Competitions;
Technical Scrutineer;
Drift judges (3 judges).

6.2 [DRIFT JUDGES](#)

6.2.1 The board of the judges consists of three Judges, one of which may be appointed to be the Head Drift Judge in accordance with the Individual Regulations of each stage. The Head Drift Judge is in charge of keeping the drivers' performance protocols and contacting the Clerk of the Course, Race Director, and the Sports Commissars Board throughout the event. During the qualifying, the Judges assess the qualifying runs of each participant independently from each other in the criteria assigned to them. Then, the score is summarized. The maximum score is 100 points.

6.2.2 During tandem runs, each Judge determines the winner or requests for a One More Time, based on the Drivers' lead runs and chase runs in each heat. The Judges may use video replays and other technical instruments for making the decision. The votes of all Judges are equal. In case of a critical change in the driving conditions, the Judges may



suggest that the Head of Race introduces some changes in the task and submit the suggestion for the Sports Commissars' approval.

6.2.3. Qualifying judgment criteria:

- Angle;
- Line (determined by the outside and inside clipping points and touch&go zones);
- Style.

6.2.4 Tandem runs judgment criteria:

- Line, angle, and style of the leader;
- Chaser's ability to mimic the line, angle, speed, and style of the leader;
- Chaser's proximity to the leader.

6.2.5 Obligations of the judges

- designing the judges' task before the beginning of the race together with the Clerk of the Course and Race Director;
- providing feedback to the Participants throughout the competition;
- determining the party guilty for the contacts/accidents on the track. If such incidents require further action, the Judges may submit the issue to the Sports Commissars;
- claim and inquiry analysis.

7. PENALIZATION

7.1 Violation of any regulatory documents by any participant (Applicant, Driver, Representative, or any other party to the competition) shall be reported to the Sports Commissars authorized to investigate the incident and penalize the participant in accordance with the Penalization Table shown in [Appendix 2](#) hereto.

7.2 Types of penalties:

- warning;
- fine;
- disqualification.

7.3 After the stage, the Organizer shall be entitled to claim a „deferred fine“ based on photos, videos, and other materials discovered after the end of the stage. The Driver shall pay the „deferred fine“ upon registration for the next stage.

7.4 The deferred fine rules apply to all the points listed in the Penalization Table (see Appendix 2 of RDS GP 2022 Regulations) except for the start refusal, disqualification, and expulsion.

7.5 Any fine shall be paid within the timeline determined by the penalization resolution.

8. STARTING NUMBERS AND ADVERTISING ON VEHICLES

8.1 STARTING NUMBERS

The participants are entitled to choose their starting numbers (from 4 to 99) by filing a request to the Organizer while submitting their participation entries. The numbers are assigned in the order of request reception. Numbers 1, 2, and 3 are reserved for the previous season's champion and prize-winners who may take these or any other numbers (if



available). If no request for a specific starting number is received, the number is assigned to such a Participant by the Organizer. Using starting numbers 0, 00, 000 is not allowed.

The starting numbers of the participants are applied to the vehicles in accordance with the Vehicle Decoration Charter presented in [Appendix 3](#).

8.2 BRANDING

8.2.1 Stickers and patches are applied to the Vehicle and the Driver's coverall in accordance with the vehicle and coverall decoration charter presented in [Appendix 3](#). Compulsory advertising includes competition emblems, starting numbers, advertising of the organizer.

8.2.2 The Organizer retains the right to expand the list of advertising materials by issuing an appropriate Bulletin.

8.2.3 Refusal from the compulsory advertising placement is not foreseen.

8.2.4 The last name, initials, and national flag of the Driver shall be applied to the rear door glass or the front wings of the Vehicle (upper rear corner, counting in the driving direction). Color of the letters: on the windows, white against clear background; on the wings – any contrast color, easily readable against the Vehicle color. The last name and initials of the Driver are spelled in the same way as in the Driver's License in Russian or English language, in the same way on both sides of the Vehicle. Minimum letter height 30 mm.

8.2.5 Any Vehicle or a declared Driver wearing proper gear without the Organizer's advertising are not allowed to stay in the competition venue during the event from the moment of the end of the Incoming Technical Inspection of the Vehicle, regardless of their actual location (tent, garage, service area, etc.).

8.2.6 Absence of the advertising on the Driver's gear discovered during the competition shall be penalized equally to the absence of advertising on the Vehicle.

8.2.7. Application of any advertising element in breach of the designated place or orientation is also considered a violation and may be penalized according to [Appendix 2](#). Any modification of the compulsory advertising elements (cutting, tucking, stretching) is forbidden, except for application to the windshield.

8.2.8 The Organizer may allow some deviations from the presented diagram in case of a technical impossibility to fulfill the requirements. The decision on admission is made by the RDS GP 2022 Sports Director based on the report of the Technical Scrutineer.

8.2.9 If a duplicate of the compulsory advertising is required, the Organizer is entitled to charge the cost of such duplicated elements.

8.2.10 Any other advertising offered by the Organizer is optional. Refusal to apply such advertising may entail charging an additional fee through raising the organizing fee. The Applicants accepting the Organizer's optional advertising shall reserve some space for it.

8.3 ADVERTISING ON VEHICLES

8.3.1 Any advertising applied to the Vehicles shall not obstruct the Driver's view.

8.3.2 Applying any other emblems and stickers to the windshield apart from those provided by the Organizer is strictly forbidden.



8.3.3 All advertising materials applied to the Vehicle shall conform to the FIA International Sporting Code and the RAF Sporting Code, as well as the Federal Law No. 38-FZ „On Advertising“ of March 13, 2006.

8.3.4 No starting numbers and advertising materials of any other competitions, racing series, track days, etc. Are allowed on the Vehicle.

8.3.5 The Organizer reserves the right to require the elimination or camouflaging of any advertising materials or their parts that contradict the legislation of the Russian Federation, RAF SC, Regulations of the Series, the moral and ethical principles, or if they are insulting in their nature. Complying with such a requirement is obligatory. No political or religious advertising is allowed.

9. SAFETY

9.1 The maximum permitted vehicle speed in the Service Park is 5 km/h. It is recommended that the Vehicle moving in the specified area is accompanied by a Mechanic or another team member walking next to the vehicle and constantly touching it with their hand to control the speed.

9.2 Only Drivers wearing proper gear and Officials, Accredited Mechanics, Representatives, Applicants, and Media with track access are allowed to stay in the Pre-Start zone. All permitted persons must wear closed footwear and clothes covering the body, arms to the wrist, and legs to the feet (wearing mechanics' special fireproof coveralls is recommended).

9.3 Persons under 16 years old, people in the state of alcohol or other intoxication, people wearing improper gear, and animals are not allowed in the Pre-Start zone. The Organizer may ban any person against entering the Pre-Start zone if their presence may pose a hazard for themselves or others. The order of Vehicles in the Pre-Start zone is determined by the Organizer and conveyed to the Applicants and Drivers during the briefing.

10. GENERAL ACCIDENT SAFETY RULES

10.1 Should any Vehicle break down on the track during a competition or a practice run, such Vehicle shall be immediately evacuated from the track not to obstruct further competition.

10.2 The Drivers are strictly forbidden against driving the Vehicles in the direction opposite to the designated direction during Competitions unless it is allowed by the Clerk of the Course for the elimination of the Vehicle from a dangerous location.

10.3 The Vehicle is evacuated from the track only by the competition Officials and only after it stops completely. The team members may come out on the track and assist the evacuation only after receiving explicit permission from the Clerk of the Course. Doing any Vehicle maintenance on the track is not allowed; only immediate evacuation operations are allowed. In all situations, except for the Vehicle fire, the Driver shall stay next to the Vehicle to assist the evacuation. Throughout the practice and competition runs, the Drivers are only allowed to use the scored section of the track, always complying with the rules of conduct on the track.

10.4 In case of a collision, breakdown, or any other incident on the track, the Marshals raise their red flags, which they can do independently from each other, at their discretion, whenever necessary. After a red flag is raised, the Drivers shall immediately reduce the speed, stop drifting and move to the finish if it is safe. In a serious accident, the Clerk of the Course or the Doctor may suggest that the Driver undergoes a medical checkup or examination. In such a situation, the Driver is not allowed to return to the Competition unless they are permitted to do so by the Doctor of the event.



10.5 The Clerk of the Course may order a Driver or their Team to take a blood test for alcohol or narcotic substance at any moment during the event.

10.6 After an accident, the Technical Scrutineer may check the safety and readiness of the Vehicle to resume the competition.

11. GENERAL FIRE SAFETY RULES

11.1 When in the Service Park, all the Applicants must have at least two unexpired fire extinguishers with the extinguishing agent capacity of at least 4 kg for each Vehicle, including the Spare Vehicles.

11.2 Vehicle fueling is only allowed in a specially designated Fueling Zone with special care. The Zone is located separately from the Service Park, as a rule, at the exit from the Service Park to the track, but depending on the track configuration, a different location is possible. The Fueling Zone may be organized next to the Pre-Start Zone during the Tandem Runs in a particular track configuration.

11.3 The Vehicle is not allowed to stay in the Fueling Zone for the time exceeding that required for fueling. After the fueling is completed, the Vehicle shall immediately leave the Fueling Zone.

11.4 During fueling, the Vehicle engine shall be shut down, the main electric switch shall be off.

11.5 The Driver is recommended to stay outside the Vehicle. If the Driver remains inside the Vehicle during fueling, the safety belts shall be undone, and the door shall be open.

11.6 The persons operating the fueling must have one or more specially designed for inflammable fluid fire extinguishers with a total minimum extinguishing agent capacity of 4 kg. It is compulsory for them to wear a special fireproof coverall and a protective mask (balaklava) on their head. If the Mechanic has no proper protective gear, they shall use the coverall and the mask provided by the Organizer and stored in the fueling zone.

11.7 Any fuel spills shall be immediately cleaned by the Mechanics in charge of the Vehicle fueling.

11.7 During the Competition, fuel and lubricants are only allowed to keep in the Fueling Zone or in the Service Park inside the maintenance vehicles. Every Applicant shall ensure the proper fire safety of the stored fuel.

12. TRACKS, SERVICE PARK

12.1 RDS GP 2022 stages are held on the track conforming to the RAF safety regulations.

12.2 The Clerk of the Course and/or Race Director and the Head Judge shall inspect the track before the competition runs and then before the qualifying and tandem runs.

12.3 Assuring the safety and readiness of the track for the competition is the duty of the Clerk of the Course.

12.4 To accommodate themselves in the Service Park, all the Applicants shall fill in the form when filing the entry and indicate the area required. The minimum area allocated by the Organizer for one declared Vehicle is 6*6 m. Extra space is agreed upon with the Organizer in advance and can be allocated if the required space is available in the Service Park.



12.5 All the Applicants accommodated in the Park Service must have a tent for each declared Vehicle of the Applicant, including spare ones. The tent shall have a lining of 3*6 m for each Vehicle, resistant to any fluids, including fuel and lubricants.

12.6 Any Vehicle maintenance is allowed only in the Service Park or any other place approved by the Organizer, as well as in the garages (if available). In some track configurations, the Pre-Start Zone before the Pre-Starting Concentrator can be arranged and declared a Restricted Access Zone due to the high hazard.

12.7 Fueling the Vehicles and lubricants' application are only allowed in the Fueling Zone.

12.8 The Organizer is obliged to arrange a Tyre Service Zone in the Service Park.

12.9 The organizer determines the location of the tents, service zones, and Vehicles inside the Service Park.

12.10 Disassembly of tents and/or Service Zones of the Service Park, collection and disposition of any spare parts or tires, Vehicles, or any other property from the Service Park are only possible with the prior consent and permission of the Organizer after the location area delivery act is signed and when the Service Park is closed for spectators.

12.11 The zone allocated to the Driver shall always be clean and representative from the moment the venue opens for spectators until the final closure of the Competition. The parties violating this requirement may be penalized in accordance with [Appendix 2](#).

12.12 According to par. 1 art. 12 of the [Federal Law No. 15-FZ of February 23, 2013](#), smoking in the entire Competition venue is forbidden except for specially designated areas.

13. ADMINISTRATIVE INSPECTION

13.1 For the Administrative Inspection, the Applicant/Driver shall present:

- Applicant's License (representative's power of attorney if the Applicant is a legal entity);
- Driver's E License issued by RAF, FIA, ASN per each Driver;
- Filled-in entry form (filled in on [vdritte.ru](#), the entry form is presented in Appendix 6 hereto);
- Permission for participation in the competition issued by ASN, for the Drivers not being citizens of the Russian Federation holding ASN licenses different from those issued by RAF;
- For minors, consent to participation in the competition signed by both parents and certified by the notary;
- Documents confirming the entry fee payment;
- Filled-in athlete's classification record book or any other document confirming the sports title/classification;
- RDS GP Driver / Representative / Spotter ID;
- Filled-in and signed Marketing Consent;
- The teams shall also submit the filled-in Team Entry Form ([Appendix 3](#));
- Team registration certificate issued by RAF. The team may consist of maximum three athletes declared by the same Applicant;
- Medical statement complying with the [medical statement requirements](#) published on the RAF website ([raf.su](#)) confirming the fact of passing the medical examination and being admitted to motorsports (except for the drivers not being citizens of the Russian Federation and holding ASN Driver's Licenses different from those issued by RAF) and its copy;
- Copy of the license of the medical institution that issued the medical statement certified by the official seal of such institution (if not issued by a recognized Sports Medicine Center);
- and any other documents the Organizer may require.



13.2 By signing the Entry Form, the Applicant/Driver/Representative/Spotter/Mechanic/Coach, etc. agrees to obey to the sports jurisdiction, RAF regulating documents, and the provisions hereof.

13.3 Failure to present any documents required may entail banning from the Competition and, possibly, withholding the paid fees at the discretion of the Organizer.

14. TECHNICAL INSPECTION

14.1 PRIMARY TECHNICAL INSPECTION (PTI)

14.1.1 Before the first participation in any stage of the current season, each Vehicle shall undergo the PTI procedure carried out by the Technical Scrutineer of the series. After the inspection, a special annual sticker is issued to be fixed on the mainframe bar on the Driver's side.

14.1.2 The annual sticker is not a confirmation of the Vehicle's conformity to all the technical requirements. The sticker certifies that the Vehicle has passed its primary safety inspection and will be allowed to participate in all official events of RDS GP 2022.

The annual sticker will be removed from every Vehicle that does not comply with the requirements of Appendix 24 to CaTR. If the annual sticker is removed, the Team shall meet the Technical Scrutineer to determine the actions they need to take to have the sticker back. The Technical Scrutineer keeps inspection protocols for each Vehicle.

14.1.3 After PTI is passed, the filled-in **PTI Certificate** ([Appendix 6](#)) shall be e-mailed to sivoplesov@gmail.com.

14.2 INCOMING TECHNICAL INSPECTION (ITI)

At every stage, all the Vehicles shall be presented for the Incoming Technical Inspection (ITI) carried out in accordance with the Program of the event. The Vehicles failing to pass the ITI are not allowed to the track.

For the Incoming Technical Inspection (ITI), the Applicant presents:

- Vehicle (with PTI sticker and fully prepared for the competition);
- Sports technical passport for the declared Vehicle;
- Roll cage certificate (if produced by a certified manufacturer);
- Filled-in ITI checklist with the General Secretary's note confirming the fact of passing the Administrative Inspection (Appendix 7)
- Driver's gear.

14.3 GENERAL INSPECTION PROCEDURE AND REQUIREMENTS

14.3.1 By taking part in the competition, the participant certifies that:

- Their car, safety equipment, and safety gear comply with the Regulations and are fully functional, that they will remain in the condition certified in the protocol of the Technical Scrutineer throughout the event;
- The Participant will use all the required safety gear and protection equipment, exclusively the items declared in the ITI checklist;
- The Participant is obliged to immediately notify the Technical Scrutineer of any deviations of their actual gear from the one certified in the protocol of the Technical Scrutineer.



14.3.2 Every Vehicle may be subject to technical inspections at any moment of the competition and after it is over. The Technical Scrutineer indicates the time, place, and procedure for such inspections. The Technical Scrutineer may at any moment inspect and/or affix a seal on the Vehicle, any of its units, and nodes for further examination.

14.3.3 Failure to comply with any technical inspection requirement causes disqualification from the competition. All resolutions of the competition Officials on the place, time, and method of technical inspection are binding and final.

14.3.4 The technical inspection does not relieve the Applicant, Driver, and the Team Members from the full responsibility for the safe operation of the Vehicle. The Participant agrees and declares that they are informed of the structure and function of the Vehicle, safety equipment, and Driver's gear better than anyone else and agrees to comply with all the rules, requirements, regulations, and agreements of RDS GP 2022.

14.4 TYRES

14.4.1 All Practice, Qualifying, and Tandem Runs (from TOP32 to the Final, inclusively) are done with WESTLAKE SPORT RS tires (on the rear axis) purchased from the Organizer.

14.4.2. The maximum tire width is limited and depends on the Vehicle's weight. The Vehicle's weight is measured when it is ready for the competitions with the Driver in their full racing outfit onboard.

Vehicle weight (kg)	TIRE WIDTH (manufacturer's mark)
850 – 1224	235 for R18
1225 – 1500	265 for R18

The maximum width is determined in accordance with the manufacturer's mark applied to the tire. Using 245 mm tires of R17 is allowed.

The minimum permissible weight of the Vehicle, depending on the tire width, is declared at the administrative inspection and recorded for each given Vehicle during the technical inspection. Any changes of this ratio after the administrative and technical inspections until the end of the competition are forbidden. The Vehicle's weight shall not go below that minimum permitted weight from the beginning of the qualifying runs and throughout the competition.

14.4.3 The Technical Scrutineer / Technical Delegate can do periodic inspections throughout the Competition. Any non-compliance of the Vehicle tire width shall be immediately reported to the Sports Commissars.

14.4.4 The number of tires used throughout the Competition is unlimited, provided that the other provisions hereof are followed.

14.4.5 No measurement or changes of tire pressure allowed in the Hot Pit. Only contactless (remote) measurement is allowed.

14.5 WEIGHING

14.5.1 All Vehicles are weighed during ITI. The Vehicle weight is recorded in the weighing protocol. Any ballast inside the Vehicle is sealed.

14.5.2 The Vehicle is weighed with its Driver wearing the full racing outfit.

14.5.3 Any Vehicle may be weighed at any moment of the competition.



- 14.5.4 If the Vehicle is incapable of reaching the weighing station on its own, it is towed under the judges' supervision.
- 14.5.5 The Driver and/or the Vehicle cannot leave the weighing station without the permission of the technical scrutineer.
- 14.5.6 No lubricant, fluid, gas, or any other substance or matter of whatever nature cannot be added, placed, or replaced in the Vehicle after being called for weighing.
- 14.5.7 If the Vehicle called for weighing lacks any parts, it remains at the weighing station until all the missing elements are delivered for Vehicle weighing.
- 14.5.8 Only the technical scrutineer and controllers, Clerk of the Course, and other authorized Officials are allowed in the weighing zone. No third parties or interruptions of the weighing process are allowed unless authorized by the officials listed above.

15. SIGNALS

15.1 To give signals to the Drivers and Officials on the track, only two flags and/or light signals (if any) are used in drifting:

Red flag: run canceled due to any hazard on the track. Reduce the speed and move to the finish if safe, or stop on the track as required by the Official.

Green flag: no obstacles on the track, the track is ready for the run.

15.2 If any participant ignores the light signal or the flag signal, the Clerk of the Course may report it to the Sports Commissars.

16. BRIEFINGS

16.1 The briefings are held in accordance with the timetable. The briefing is only attended by the Driver, Team Representative, and the Spotter. Briefings are compulsory for all the Drivers participating in the qualifying and tandem runs. The briefings are held by the Drift Judges and the Clerk of the Course. During the briefing, the Drivers are notified of all changes in the Program and/or any changes in the Individual Regulations. The Judges present the expected line, the location of clipping points, and clipping zones.

16.2 The Sports Commissars are notified of the Drivers' not showing up for the briefing without prior permission or a reasonable cause. Such Drivers are penalized.

17. OFFICIAL PRACTICE

17.1 The Drivers may start each practice session only after the permission of the Start Marshal. Taking part in the practice sessions is optional.

17.2 After the beginning of the Competition, practicing on the track between the official practice session scheduled by the event timetable is strictly forbidden. Training on other parts of the racing facility and outside the track during the Competition is strictly prohibited. Any violation of this rule will be reported to the Sports Commissars.

17.3 During the practice runs, one passenger aboard the Vehicle is allowed provided that the Vehicle has a passenger seat fully complying with Appendix 24 of CaTR (sport seat, safety belts, roll cage pads, etc.) and examined during the Incoming Technical Inspection. The passenger shall wear a helmet and a helmet comforter subject to the same requirements as the helmet and helmet comforter worn by the Driver, closed footwear and lock socks, clothes of tightly

woven natural fabric covering the body, hands to the wrists and legs to the feet (e.g., loose jeans or tracksuit bottoms, a cotton T-shirt and a jacket). Using special fireproof coveralls is recommended.

17.4 Vehicles can be admitted to the practice sessions without bumpers and side skirts.

18. COMPETITION

18.1 The tournament bracket structure can be adjusted to the number of entries received. The tournament bracket shall be guaranteed to be complete at least to TOP16.

18.2 If any tournament bracket section cannot be filled in for any reason, the qualifying runs score shall be the only criterion for the Drivers' rating.

19. STARTING PROCEDURE

19.1 The starting line is drawn at the beginning of the track and can be marked with an Arch. This is the official starting point for all the qualifying and tandem runs. Figure 1 shows a chicane of traffic cones that can be put up for the qualifying and tandem runs to restrict the leader's acceleration and help the chaser keep pace with the leader on the straight line leading to the initiation point. If the leader touches one or several cones of the chicane during the tandem run, the run will be stopped and restarted. The signal will be given by the marshal.

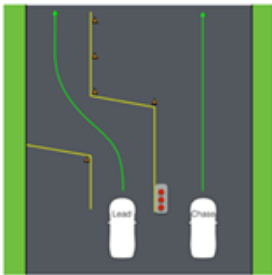


Figure 1

19.2 The official runs at RDS GP 2022 are held with the automatic light-on system. This is a regular procedure used for both the qualifying and tandem runs.

19.3 The Drivers bring their Vehicles to the starting positions and confirm to the start judge that they are ready to start. After that, the automatic light-on system is switched on. The lights go off in the following order: One red light – two red lights – three red lights. After that, the red lights go out, and in 0.5-3.0 seconds, the green lights go off. The green light is the Start signal. The leader must start immediately after the Start signal. Early or late start is registered by the Judges; after that, a re-start may be required. Triple violation of the starting procedure may cause the termination of the run as incomplete.

19.4 If the automatic light-on system breaks down, the flag starting procedure may be applied. The moment the flags start moving down is the Start signal.

19.6 During practice runs, for one Driver, one flag is used. For the tandem practice of two Drivers, the flagging procedure described above is applied; in that situation, the Start signal can be given to each Driver separately. The Start signal for each Driver is the movement of the flag down in the respective hand of the judge.



20. QUALIFYING RUNS

20.1 QUALIFYING RUNS FORMAT

20.1.1 Drivers take two qualifying runs on the scored section of the track.

20.1.2 The Driver performs the qualifying run on their own; no passengers aboard the Vehicle are allowed.

20.1.3 For the qualifying runs, all the Drivers are divided into Qualifying Groups of 5-10 people in each, depending on the total number of participants. The distribution is based on the current rating of the Drivers in the present Competition bracket, except for the first stage of the series where the previous season's performance is used. The Driver ranked first in the tournament bracket is included in the final qualifying group. The Drivers are distributed into the qualifying groups by their performance, from the first group to the last, in ascending order.

20.1.4 The Drivers taking part in the Competition for the first time are considered to be Drivers with zero scores and are therefore distributed to the first qualifying groups by the General Secretary.

20.1.5 Upon the Judges' instruction, the group arrives at the Pre-Start Concentrator, from where the Drivers are called to the start in the order of their arrival. If necessary, the start order may be changed by the Clerk of the Course.

20.1.6 The end of the qualifying round of the group is the Judges' announcement of the score gained by the last Driver of the Group for their qualifying run. The second qualifying round of the group begins immediately after the end of the first one.

20.1.7 The Driver failing to participate in one of the group's qualifying rounds gains a „zero“ score. However, the Driver who failed to take part in the first qualifying round of the group has the right to take part in the second qualifying round of the group.

20.1.8 One Driver is not allowed to participate in the qualifying rounds of different groups, except for the situation when before the end of the second qualifying round of their group, the Driver requests a Qualifying Timeout and has their second run postponed to the last Qualifying Group. Such a request shall be submitted to the General Secretary through the Participants' Judge not later than the end of the second qualifying run of their group. In this situation, if the Driver gained any score for the first qualifying attempt, and if the second run of the Driver is postponed to the last group, the first score is wholly annulled, and the Driver's first qualifying run score is 0.

20.1.9 In the event of a sudden change in the weather, the Clerk of the Course may give the Drivers an opportunity to do one test run, change the suspension adjustments, and change the tires. The procedure of such a run is the same as a regular qualifying run procedure.

20.1.10 Correcting any technical flaws (changing tires, minor modifications/maintenance) during the qualifying runs are allowed, but only during the period between the runs. The Driver shall remain ready (wearing the full outfit and buckled up onboard the Vehicle) for the Qualifying Run at the moment of the start of the Driver being two positions ahead (according to the established sequence of runs). The Driver shall adhere to the instruction of the starting line marshal. Should the Driver fail to arrive at the Qualifying Run's starting line on time, they shall miss their qualifying run.

20.1.11 Absence of any Vehicle body elements (bumpers, boot lid, hood, headlights, wings, doors, windshield) during the Qualifying Runs is not allowed. In the event of destruction of such elements during the runs and impossibility to repair



them, the decision on the Vehicle's admission to the subsequent runs is made by the Clerk of the Course based on the report of the Technical Scrutineer.

20.1.12 At the end of the Qualifying Runs, the Qualifying protocol is drawn up, where the Drivers are rated based on their best run score.

20.2 INITIATION IN QUALIFYING RUNS

During both qualifying runs, the Vehicle shall start controlled skidding as soon as it crosses the latest initiation point. As a rule, the initiation point is marked with a cone standing at the side of the track at the end of the cone line arranged in the "3, 2, 1" order, as shown in Figure 2 below.



Figure 2

20.3 QUALIFYING SCORE

20.3.1 The score for the qualifying run is prescribed for the following four criteria:

- Line;
- Angle;
- Style (behavior of the vehicle on the track, subdivided into two categories: commitment and fluidity).

The specific gravity of each main criterion in the total score may vary from 10 to 50%, e.g., Line – 30, Angle – 30, Style – 40 (score allocated to each criterion is suggested as a recommendation).

If a reliable speed measurement instrument is available, the Drift Judges may also use Speed as an additional criterion. The specific gravity of this criterion may vary from 0 to 10% of the total score.

20.3.2 Judge 1 is in charge of assessing the Line of each Vehicle. Judge 2 considers the Angle of each Vehicle. Judge 3 awards score for the Style and speed of each Vehicle.

20.3.3 The score distribution is determined by the Judges before the beginning of each Competition and may vary from one stage to another, but the total score is always 100.

20.4 QUALIFYING JUDGMENT CRITERIA

20.4.1 The Drivers shall start their run with a sharp and aggressive initiation with a big drifting angle, move in a controlled skid, fill all the outside clipping zones, touch all the inside clipping points with the maximum angle and speed possible for the given track, with aggressive transitions without angle corrections and errors.

20.4.2 The Drivers are expected to demonstrate their Vehicle driving skills in accordance with the judges' task.

20.4.3 The Drivers who failed to fill the outside and inside clipping zones or filled them with a low angle, with errors and corrections, get less score.

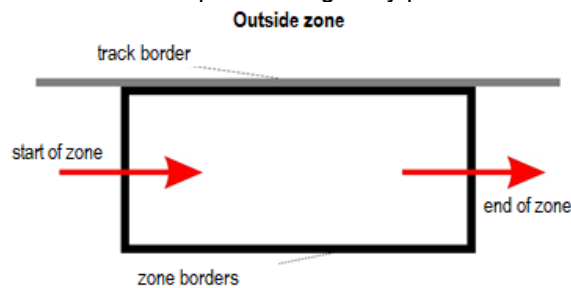
20.5. LINE



20.5.1 Assessment of the Drivers' ability to move on the line drawn by the Line Judge during the briefing. The score is awarded for passing and filling the outside clipping zones, inside clipping points, and touch&go zones. The outside clipping zones are usually designated with a rectangle (see Figure 3). Such a rectangle has the entrance and exit zones on the side and the inner and outer zones. A clipping zone is considered properly filled when the rear wheels of the Vehicle cross the short side of the rectangle (start of the zone), move in the maximum proximity to the outside (long) side of the clipping zone all along, and exit the zone through the second short side of the rectangle (end of the zone). The score awarded for the Line depends on the track configuration and is announced at the briefing.

The inside clipping points are usually designated with squared. During the briefing, the Judge announces the correct way of taking the line in any part of the clipping point with either front wheels or the vertical projection of the front bumper.

The difference between the outside touch&go zones and the outside clipping zones is that passing them is considered productive when the vehicle's rear wheels pass through any part of such a zone.



20.5.2 The Judge in charge of the Line may also deduct some score points for any wheels of the vehicles out of the track:

One wheel out of the track	Two points deducted for each violation
Two wheels out of the track	Five points deducted for each violation
Three wheels out of the track	Ten points deducted for each violation
Four wheels out of the track	Zero score for the run

20.6 ANGLE

20.6.1 Assessment of the Driver's ability to reach to reach and maintain the perfect rotation Angle according to the task of the Judge in charge of the Angle announced during the briefing. The number of score points awarded for the rotation Angle depends on the section of the track.

20.6.2 Examples of score deduction:

- Insufficient angle;
- Rotation angle correction in breach of the judges' task;
- Stagewise angle change;

20.7 STYLE

20.7.1 The style evaluation consists of two components: Commitment and Fluidity. If the Speed criterion is applied, it is included in the Commitment component.

Commitment



This Style component is assessed by the quality of the Vehicle's movement on the line. In a perfect run, The vehicle is expected to do an efficient run-in, initiate in accordance with the task of the Judges and move with the maximum speed possible for the given track; decelerate only in the specially designated zones, filling all the outside zones and inside clipping points with confidence and dedication, using the maximum of the track width, adhering to the designated line.

Awarding the Commitment score, the Judge is entitled to make significant deductions for:

- deviations from the designated line;
- speed changes in breach of the Judges' task;
- intentional or accidental change of the run-in speed before initiation.

Fluidity

This Style component is evaluated by the Vehicle's rotation quality. In a perfect run, the Vehicle is expected to immediately achieve the required rotation angle, smoothly and with no corrections, moving at the maximum angle possible in the current situation, making sharp and accurate transitions (switching the rotation angle).

Awarding the Fluidity score, the Judge is entitled to make significant deductions for:

- initiation in breach of the Judges' task (too slow or stagewise achievement of the angle, insufficient rotation angle);
- unclear and inaccurate transitions, transitions through straightening;
- visible corrections (short changes of the rotation angle in different directions);

20.7.2 Examples of the Style score deductions:

- No run-in, insufficient or uneven run-in of the Vehicle before initiation;
- Initiation after passing the latest initiation point;
- Deceleration beyond the deceleration zones;
- Indecisive approaching the walls or borders of the track;
- Slow transitions;
- Uneven transitions (steering wheel control for gradual rotation angle increase);
- Inaccurate rotation angle (achievement of the required angle followed by some increase or decrease).

20.8 ZERO SCORE FOR QUALIFYING

Zero score for the qualifying run can be awarded in the following situations:

- Vehicle spin in the section from the starting line to the end of the scored section of the track
- Crossing the border of the scored section of the track with all four wheels of the Vehicle.
- No initiation.
- Stopping before crossing the finishing line.
- Wheels straightening.
- Opposite drift (moving at the angle opposite to the one designated by the judges' task).
- Hood and/or doors of the Vehicle open during the run.

20.9 EVEN QUALIFYING SCORE

20.9.1 Should the best qualifying run score of two or more Drivers be even, their worst runs shall be compared.

20.9.2 Should the best and worst runs of two or more Drivers be even, the Driver awarded with a higher score for Style will be rated higher. If the abovementioned parameters are even, the Driver who was awarded a higher score for Style will be rated higher. In case of an even score for all the above parameters, the better Driver is identified by the better Line score. If the score is still even, the Driver who turned up for the qualifying round earlier than the competitors will be rated higher.



20.10 FORCE MAJEURE

20.10.1 If the complete first qualifying round was not completed before the incidence of force majeure, the Sports Commissars may determine a method for rating the participants, but in such a format, all Vehicles shall be deemed qualified and every Participant shall be eligible to Tandem Runs.

20.10.2 In the event of rain or other weather conditions that do not require canceling the qualifying rounds, the Judges may make some amendments in the judging criteria and provide the Drivers with proper notification.

21. TANDEM RUNS

После завершения квалификации проводится основная часть Соревнования в формате «на выбывание», в ходе которой участники соревнуются друг с другом по парам. Парные заезды называются Хиты.

21.1 KNOCK-OUT ORDER

21.1.1 All the qualified Drivers are distributed in the standard tournament bracket presented in [Appendix 1](#) depending on their rating after the qualifying. As a rule, it is done in the format of TOP32, TOP24, or TOP16.

21.1.2 Tandem Runs are Heats of two runs in each. The winner gets to the next level of the bracket, and the loser is knocked out. The Driver rated higher after the qualifying round starts the Heat as a Leader.

21.1.3 Tandem Runs begin as per the timetable presented in the Individual Regulation of the stage. If the Clerk of the Course does not announce any delays, the drivers shall be ready for the start in accordance with the timetable and the published Heat bracket.

21.1.4 The first tandem of the Heat shall arrive at the Pre-Start Concentrator as per the published bracket and wait for the invitation to the start three minutes before the time stipulated in the stage timetable.

21.1.5 No passengers aboard the Vehicles are allowed during tandem runs.

21.1.6 Absence of any Vehicle body elements (bumpers, boot lid, hood, headlights, wings, doors, windshield) during the Tandem Runs is not allowed. In the event of destruction of such elements during the runs and impossibility to repair them, the decision on the Vehicle's admission to the subsequent runs is made by the Clerk of the Course based on the report of the Technical Scrutineer.

21.1.7 After the finish of the Heat, a three-minute countdown is started on the panel in the Pre-Start Concentrator. Until the countdown is over, the next Heat tandem shall arrive at the Pre-Start Concentrator and wait for the invitation to the start. The Vehicle is considered arrived as soon as it crosses the Pre-Start Concentrator line. The Driver who fails to arrive at the appointed time is announced to have had a technical failure.

21.1.8 No persons except for the Officials and Drivers taking part in the next run are allowed in the Pre-Start Concentrator. The Drivers are not allowed to leave the Vehicle without permission of the Official, for they must be totally ready to start the race.

21.1.9 If both Drivers fail to arrive at the start on time, the „Start“ signal is given without them. Both are considered to lose the Heat, and none gets to the next round. If it happens in the final run, both Drivers are awarded second place, and the first remains unawarded. If it occurs in the third-place battle, both Drivers get fourth place.



21.1.10 The Start signal is given by the lights or flags. The Run is considered completed once both participants cross the finishing line or the Clerk of the Course declares the end of the run.

21.1.11 If the Vehicle stops during the run and cannot cross the finishing line on its own, the Clerk of the Course declares the run closed and gives an order to let the evacuation service on the track.

21.1.12 After the first run of the Heat is over, the Driver shall, without stops, proceed to the Hot Pit or the Pre-Start Concentrator area.

21.1.13 One minute for technical works counts down for both Vehicles simultaneously from the moment one of the Vehicles crosses the Hot Pit border.

21.1.14 One minute after, the Drivers shall leave the Hot Pit zone, cross the zone border and arrive at the Pre-Start Concentrator without stopping. If one of the Vehicles does not show up, the start is given to one driver only, and they do the run in accordance with the Judges' task (BYE RUN). The run is considered completed from the moment the vehicle crosses the latest initiation point on its own; the Drift Judges do not assess the drift as such. The no-showing Driver is considered to have lost the Heat.

21.1.15 Every Driver is entitled to take a Competition Timeout (5 minutes' break) for technical works once during the event (from the beginning of TOP32 to the final run, inclusively).

21.1.16 Should the Driver/Representative resolve to take a Competition Timeout, it should be notified to the Judge of Participants not later than three minutes before the beginning of the first run of the Heat or within one minute before the second run of the Heat, when the Vehicle is in Hot Pit. If the Vehicle does not leave the Hot Pit area for one minute, the Driver is automatically deemed to have taken a Competition Timeout. If the Driver has used the Competition Timeout before, they are announced to have a Technical Failure.

During the Competition Timeout before the runs of the same Heat, the Vehicles are allowed to be repaired in the team's garages/tents.

Between the runs of the same Heat, any manipulations on the Vehicles can be only done in the Hot Pit/Service area.

21.1.17 If after crossing the finishing line, the Driver proceeded elsewhere besides the Hot Pit/Service zones or the Starting area between the runs of the same Heat, it is automatically qualified as a no-show and equaled to a Technical Failure.

21.1.18 If, after crossing the finishing line, the Driver/Drivers have a breakdown/accident that makes it impossible for the Vehicle to move on its own, the Clerk of the Course announces evacuation. After the evacuation, such Driver/Drivers do not have the Hot Pit time anymore.

21.1.19 To prepare the Vehicles for the third-place battle, the Drivers are given an extended break of 10 minutes. The countdown starts as soon as the previous Heat results are announced. Once the 10 minutes expire, the Drivers taking part in the run shall arrive at the Pre-Start Concentrator.

21.1.20 Both Drivers taking part in the first place battle shall arrive at the start wearing their full racing outfit within three minutes after the end of the third-place battle and follow the Officials' instructions. If one of the Drivers does not show up, the Clerk of the Course may issue a penalization order; the violation shall be penalized as per Appendix 1. The finalists' parade shall be held without the late participant.



21.1.21 Once the finalists' parade is completed, both participants get back to the Service Zone, where a three minutes' countdown begins. If any Driver does not arrive at the Pre-Start Concentrator when the time has expired, they shall be automatically deemed to have a Technical Failure. When possible, a Competition Timeout is allowed; see instructions for the Driver/Representative in par. 21.1.16.

21.1.22 Instructions in the case of collisions during Heats are presented in 21.7.

21.1.23 If the leader of the tandem run makes a critical error that causes a zero score, the run shall be deemed completed from the moment of the error, i.e., further actions of the Drivers during the Heat will not be considered by the Drift Judges. If the Chaser gets a zero score in a tandem run, the Leader's run shall be assessed by the Drift Judges up to the finish.

21.1.24 No manipulations with the Vehicle tires (tire replacement, pressure measurement and/or adjustment, etc.) only contactless (remote) measurement is allowed, and no suspension adjustments between the first and second runs of the Heat are allowed except for the situations described in 23.6.

21.1.25 Should the Driver/Representative discover any tire damage, the Driver shall be entitled to use the Competition Timeout to replace them (provided that the Competition Timeout has not been used). During the Competition Timeout, all kinds of works are allowed.

21.1.26 Should the Driver/Representative decide to change the tires between the runs, they shall immediately inform the Participants Judge about it. In such a situation, the second Driver shall be awarded an additional 5 minutes' break in the current Heat allowed to use only for the replacement of tires and/or pressure check and/or adjustment etc.

21.1.27 All the OMTs („One More Time“) are held at the end of the Round at the primary assigned order.

21.1.28 Any Driver shall be entitled to request for their heat to be moved to the end of the bracket if the following conditions are satisfied:

- rescheduling is possible in TOP32 and TOP16 only;
- rescheduling is possible only with the prior written consent of all the participants of TOP32 (TOP16);

All participants' written consent shall be submitted to the General Secretary, or the Participants Judge not later than 15 minutes before the beginning of TOP32 (TOP16).

21.1.29 If more than one tandem is approved to reschedule their heats, they are rescheduled in the same order as in the initial TOP32 or TOP16 bracket.

21.2 TANDEM RUNS JUDGMENT CRITERIA

21.2.1 The Judges consider both the first and the second runs of each Heat, comparing both runs of each Driver as a leader and as a chaser, which enables them to decide on the winner in each position.

21.2.2 If the Judges fail to decide on the winner after one Heat, they may request a One More Time (OMT). If the Judges cannot make their choice after the OMT (maximum number of OMTs is two for each tandem), they turn to the qualifying results, and the Driver rated higher after the qualifying gets to the next round.

LEADER'S GOALS

- Perform a run of the same quality as a 100-score qualifying run.
- Fill all the clipping zones on the designated section of the track with a big rotation angle.
- Maintain the speed, slowing down only in the designated Deceleration Zones.



- Do a chaseable lead run.

21.2.3 Chaseable lead run is a run when all the clipping zones are filled, all the inside clipping points are taken at a proper speed and acceleration/deceleration in the zones designated by the Judges' task, which gives the Chaser a real opportunity to chase the leader mimicking their line and maintaining good proximity. The Leader dictates the drifting speed, which, in its turn, shall suit the properties of the track and match the Driver's speed during the qualifying and practice runs.

21.2.4 Unchaseable lead run is a run with a big number of errors or flaws that do not allow the Chaser to properly mimic the Leader's movements and keep pace with them. The unchaseable lead run always yields some negative consequences for the Leader, but the penalties the Judges may/will apply depending on the acts that affected the chaser's actions.

CHASER GOALS

- Initiate not later than the latest initiation point.
- Move at a minimum distance from the Leader for as long as possible.
- Run at the same or bigger rotation angle compared to the Leader.
- Mimic the transitions and line of the Leader throughout the run on the track.

The Chaser's goal is to perform a run at maximum proximity to the Leader while mimicking the rotation angle, line, style, and transitions of the Leader. The Chaser shall complete the transition not later than the latest initiation point without any corrections and errors and keep drifting until they cross the finishing line, demonstrating their skill compared to the competitor. For falling behind the Leader and failing to keep pace, the Chaser shall lose score.

DECELERATION ZONES MAP

The Deceleration Zones Map is a track diagram with the designated areas where the Leader has the right to slow down with any convenient method (pressing the breaks, throttle retardation, bigger rotation angle). For violating the diagram, the Leader shall lose score. The Deceleration Zones Map is also used to identify the party guilty of the collisions that occurred in the tandem runs.

21.3 INCOMPLETE TANDEM RUN

21.3.1 If a Driver makes one of the errors listed below during a tandem run, they shall not be awarded any score, and the run shall be deemed incomplete.

- Spin.
- Opposite Drift, i.e., drifting with the angle opposite to the one required by the Judges' task in the given section of the track.
- Moving on straight wheels for a long time (according to the Judges).
- Hood and/or doors opening during the run, creating a dangerous situation for the competition participants.
- Collision with the other Vehicle that could be avoided or occurred in breach of the sports ethic principles.
- Intentional termination of chasing (apparent distance increase) the leader with the evident advantage of the chaser in the first run.
- One of the Drivers' three false starts within the same Heat.
- Undue overtake of the Leader by the Chaser.

21.3.2 If the Leader's run is deemed incomplete, the run is over, and the chaser is allowed to stop drifting for safety purposes. In such a situation, the chase runs of both Drivers are not counted, and only the lead runs are compared. If the run is deemed incomplete for the Chaser, the Leader shall finish the run anyway. If the leader stops running in such



a situation, the run shall be considered incomplete for them, too. If the Driver is declared guilty of the competitor's incomplete run, their run shall be deemed incomplete, regardless of their position.

21.4 OVERTAKE

It is forbidden for the Chaser to overtake the Leader in tandem runs.

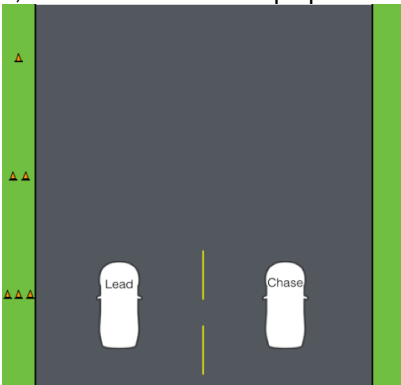
21.4.1 Overtakes in tandem runs are not allowed. The Driver who overtook the lead car gets a score of 0. For this Driver, the run is deemed incomplete, and the Lead Driver is allowed to stop the run; in this situation, the lead runs will not be compared, and the score will be awarded based on the chase runs.

21.5 INITIATION IN TANDEM RUNS

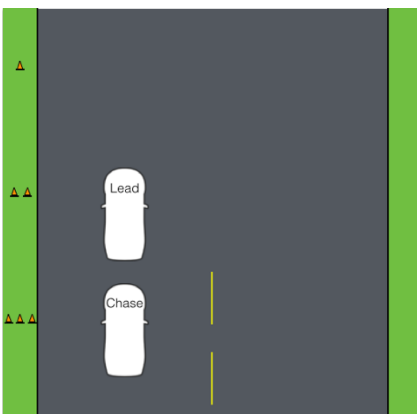
21.5.1 The latest initiation point is clearly designated on the track. If necessary, two lanes can also be designated. If there is no clear marking, the lane of each Driver is the respective half of the track. The Leader is allowed to do a flip initiation, but they must constantly remain in their lane (without touching the division line, if any). The lane rules are announced by the Judges during the briefing.

21.5.2 The Chaser may initiate a drift with one of the two methods:

SIDE BY SIDE, when the Chaser initiates a drift next to the Leader within their lane. In this situation, the initiation will be completed before the latest initiation point. Such a method allows the Leader to initiate, using the entire width of their lane, while the Chaser keeps pace with the Leader while starting the drift before the latest initiation point.



SINGLE FILE — the Chaser may also choose to initiate after the Leader's Vehicle. In such a situation, the Chaser may be in the same lane as the Leader, but at a distance that allows them to remain behind. The Leader may initiate a drift using any method, staying on their lane, while the Chaser has to run after the Leader until they complete the initiation.





In some tracks, the Judges may allow only one initiation option. In such a situation, this is explicitly announced to the Drivers at the first briefing.

21.6 COLLISIONS AND CONTACTS IN TANDEM RUNS

Vehicle Contacts are an integral part of drifting, but collisions during Heats require several rules to be applied.

LEADER

If the Leader stops drifting, gets off the track, or unreasonably decelerates during the tandem run, causing the Chaser to crash with the Leader, the Leader may be recognized to be guilty of the collision.

CHASER

Normally, the party guilty of the collisions that occur between the Chaser and the Leader while performing the Judges' task on the track is the Chaser.

DAMAGE INCURRED BY THE COLLISION

After the collision, the Drift Judges identify the party guilty of the collision. In some situations, the damage incurred to the Vehicles in the Collision requires some time for fixing. The maximum time to be allocated is 5 minutes; in such a situation, the innocent party is not considered using the Competition Timeout allowed by the Regulations.

21.7 COLLISIONS

21.7.1 If in the first run of the Heat a collision takes place and, in the opinion of the Drift Judges or Drivers/Teams, it may affect the Heat outcome, then, before the one minute of Hot Pit expires, the Driver/Team shall inform the Judge of the Vehicle's readiness to continue competition in the presence of other participants. After one minute expires, the Vehicles of the Heat participants shall remain in the Hot Pit zone until the Drift Judges declare their decision on the party guilty of the collision. Waiting for the Judges' decision, the Driver must stay in the Vehicle; any manipulations with the Vehicle are forbidden unless a Competition Timeout is taken.

21.7.2 If the Vehicle damage requires fixing, the Drift Judges shall identify and declare the party guilty of the collision. In such a situation, the affected Driver decides on the possibility to continue competing and immediately informs the Judges about it in the presence of other participants.

21.7.3 If the affected Driver decides to continue competing, the guilty party is awarded a 0 score for the first run, and the Drift Judges decide on the winner based on two runs of the Heat.

21.7.4 If during the Heat runs there occurred a situation due to which one of the Drivers happened to be guilty of a collision, and the other Driver's Vehicle was damaged so that it cannot continue competing, the winner of the Heat is the Driver that was affected by the faulty actions of the other. The guilty party in such a situation is identified by the Drift Judges.

21.7.5 If the collision occurs in the first run of the Heat, then each Driver (or their Representative) shall be entitled to take a Competition Timeout to fix the Vehicle (if the Competition Timeout has not been used before).

21.7.6 If the Driver who took the Competition Timeout is acknowledged as the affected party of the collision, the Competition Timeout shall be deemed unused.



21.7.7 If the Competition Timeout has been used before, but the Vehicle failed to arrive at the Pre-Start Concentrator after the expiration of the Hot Pit minute, the Driver shall wait for the Drift Judges' decision; no technical manipulations with the Vehicle are forbidden. If the Judges recognize the Driver to be guilty, they will be automatically considered to have had a Technical Failure.

21.7.8 The Drift Judges' decision on the party guilty of the collision/accident that occurred in the first run of the Heat shall be announced before the beginning of the second run of the same Heat.

21.7.9 If the collision in which the Vehicle of one Driver was damaged so that it cannot continue competing occurred in the second run of the Heat, the Vehicles of the Heat participants are allowed to be moved to their tents/garages.

22 TANDEM RUN VIDEO REPLAY AND/OR TELEMETRIC DATA

22.1 When technically possible, the Judges shall watch the video replay of every run. The time required for the replays shall be considered when drawing up the event's timetable.

22.2 Any data or video records received from any third parties may not be considered in a protest hearing.

22.3 The Organizer shall be entitled to install the telemetric equipment in every Vehicle. The Participants who do not allow the equipment to be installed in their Vehicle shall not be admitted to the Competition. The onboard telemetric equipment is considered as a tool that helps the Judges to assess the runs. The final decision is always made by the Judges.

23. "FIVE MINUTES", "FIVE-MINUTE BREAK", "COMPETITION TIMEOUT"

23.1 To ensure the safety of the competition, the Teams may request a Competition Timeout (Five Minutes, Five-Minute Break) for technical works. The Five-Minute Break is not intended to be used for any strategic purposes.

23.2 The duration of the Competition Timeout shall not exceed five (5) minutes. Every participant is allowed to request a Competition Timeout only once during the event unless determined otherwise by the Individual Regulations of the event. The Competition Timeout cannot be requested during the practice or qualifying runs.

23.3 After the Competition Timeout has been requested, no Team Member or Driver is allowed to start doing any maintenance works before the Official announces the beginning of the Five Minutes' countdown.

23.4 After the beginning of the Competition Timeout, all the repair works shall be completed within five (5) minutes, and the Vehicle shall be prepared to resume the competition. An Official may request the Vehicle to be inspected to assure its functioning and safety after the Competition Timeout is over. The Participant who fails to complete the repair within the allocated five minutes shall be considered to have lost the run to the opponent.

23.5 The Competition Timeout may be only requested by an authorized Representative of the Team. The Competition Timeout may be only requested from a Technical Scrutineer or a Technical Delegate. Still, in certain circumstances, the Competition Timeout may be awarded by the Clerk of the Course and/or the Race Director with the approval of the Technical Scrutineer or the Technical Delegate.

23.6 If a tire gets debanded or a tire/disc is damaged during the run, the Clerk of the Course may allow having the tire replaced as approved by the Technical Scrutineer. Otherwise, the tire replacement during the Competition Timeout



will not be permitted, and the Vehicle shall complete both runs of the Heat on the same tires. Using the tires acknowledged as damaged is not allowed.

23.7 All the repair works carried out during the Competition Timeout are done in the Hot Pit area only unless announced otherwise during the briefing.

24. PROTESTS AND APPEALS

A protest shall be grounded, reasonable, and supported with material arguments.

The protests associated with the entry submission and admission of Drivers and Vehicles to the race can be filed at any time before the final results are published.

The protests related to the telemetric data and Drift Judges' decisions (which are deemed final) are not accepted.

Data and video records received from third parties are not considered.

24.1. PROTEST FILING

24.1.1 The only persons entitled to file a protest are the Driver, Applicant, and Participant Representative. If the protest is filed against several Drivers or Vehicles, then every protest is filed and considered individually, unless it concerns a case where several Drivers were involved simultaneously.

24.1.2 Every protest is drawn up in a written form. The protest shall indicate which provisions of the Regulations have been violated.

24.1.3 The protest claim is written in the Russian language and submitted in a written form; as it is filed, the fee for filing a protest within the given timeframe is paid, and the payment slip is provided to the Clerk of the Course or their authorized representative. The protests filed in breach of the present procedure shall be rejected.

24.2 PROTEST SUBMISSION

Every Protest is submitted in accordance with par. 3.9 Chapter 3 of the RAF SC with a fee of one hundred thousand rubles (100 000 rubles).

24.3 PROTEST PROCESSING

24.3.1 The Sports Commissars consider all the protests they receive and deliver their judgment as soon as possible. At the end of the event, the awarding ceremony is allowed to be carried out based on the preliminary results, regardless of whether the Sports Commissars Board is processing the issue that may influence the competition outcomes.

24.3.2 If the protest requires disassembling and dismantling any units/major components of the Vehicle, the protesting Participant shall additionally deposit one hundred thousand rubles (100 000 rubles) used to cover all the expenses associated with the disassembly, dismantling of the components, the investigation, and the transport costs that may require to process the protest.

24.3.3 If the protest is rejected, the deposit is withheld.



24.4. APPEAL

If the protesting party is not satisfied with the Sports Commissars' Decision, they may appeal to the RAF Court of Appeal. The appeal submission procedure is regulated by [Chapter 3 of RAF SC](#).

25. DISCLAIMER STATEMENT

By taking part in the current event, the sports competition participants and the accredited persons waive the right to demand compensation from the Organizer or their official representatives for any damages incurred by them due to participation in the event.

26. MEDIA ACCREDITATION

26.1 Participant Representatives, Mass Media, and other persons willing to take photos or video records and/or report the event in any other way shall request the Organizer for a respective accreditation. The accreditation request rules and forms are published on the Organizer's official website no later than 15 days before the event.

26.2 Only persons over 18 years old can be accredited. The Organizer is entitled to withhold the accreditation at their discretion. The accreditation is considered valid only after it is certified at the press center and the safety briefing is taken.

26.3 The accredited persons shall comply with the rules of conduct, safety requirements, and rules of use and publish the photo, video, and other materials about the event.

26.4 The accredited persons have access to the event, the service park, the press center, and the points on the track designated by the Organizer individually for each competition stage. The Organizer retains the right to receive copies of all the materials collected during the event and use them at their discretion. The violation of at least one accreditation rule may result in the annulment of the accreditation and denial of access to the event.

27. CODE OF CONDUCT

27.1 All the Drivers shall strictly adhere to the policy against alcohol and prohibited substances in effect in the Russian Federation and stipulated competition documents. If any of the Drivers is suspected of intoxicated driving, they may be requested to take all the associated tests. The Organizer keeps the right to assign a breath alcohol test to any participants at any moment and at their expense. The refusal to take the test entails banning from participation in the competition.

27.2 The Driver shall declare any medical substances prescribed to them by the doctor, presenting the Therapeutic Use Exemption document, if necessary.

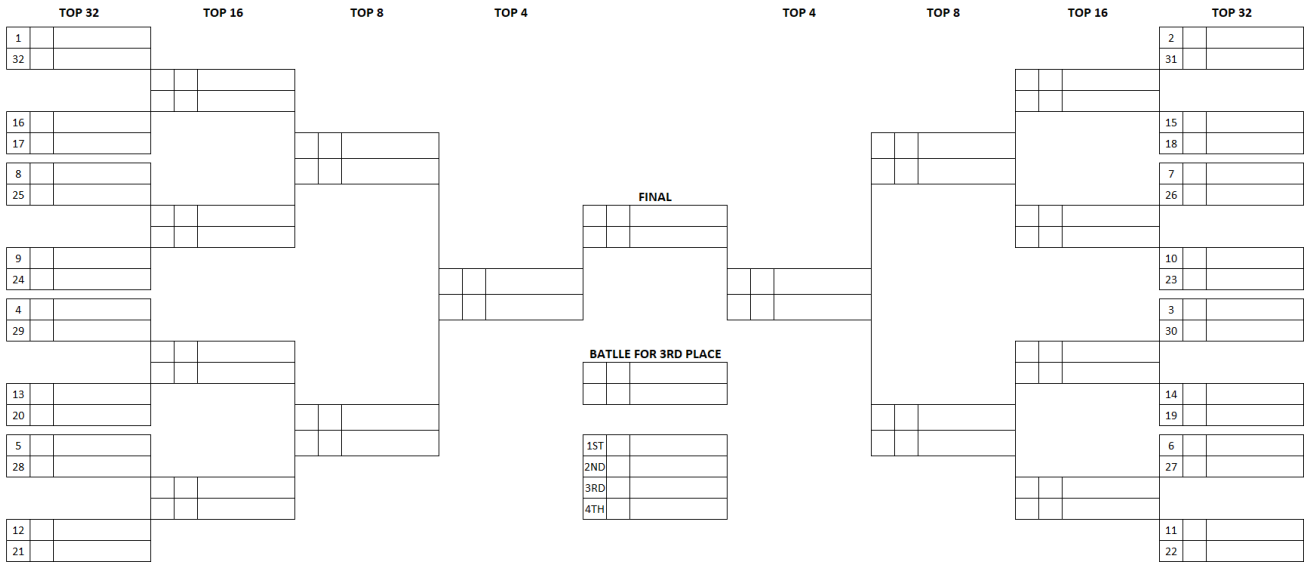
27.3 Adhering to the Code of Conduct is compulsory for all the participants throughout the competition and during any promo events held before or after the competition. The Applicant shall be held liable for the actions and omissions of all the staff and guests of the team.

27.4 All failures to adhere to any of the rules listed above are reported to the Sports Commissars, after which the rule breaker may be penalized.

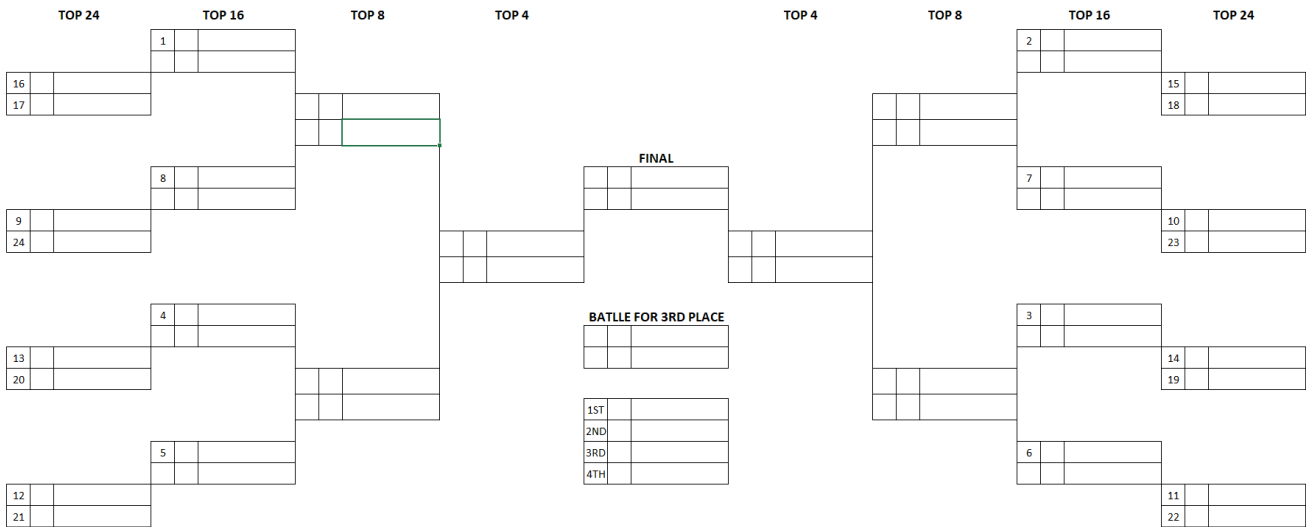


APPENDIX 1. COMPETITION BRACKET TEMPLATE

TOP32 bracket



TOP24 bracket

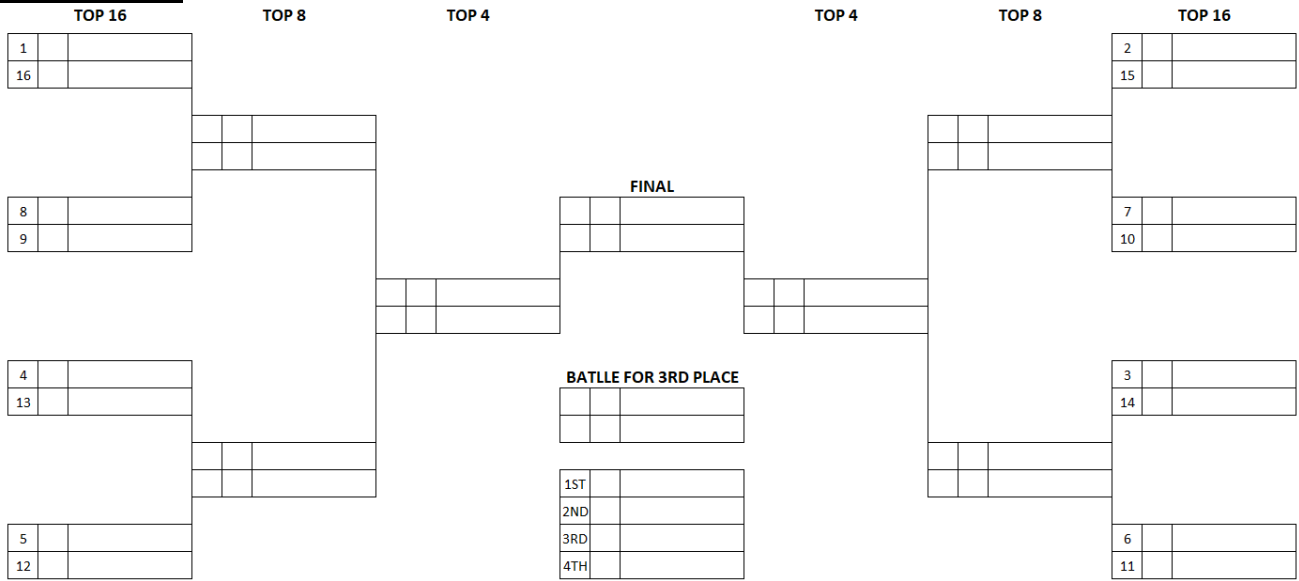




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TOP16 bracket





APPENDIX 2 — PENALIZATION

The Table is provided as a reference only. The penalties listed herein may be applied by the Sports Commissars Board or, in the absence of such, by the Clerk of the Course at their discretion, depending on each given situation.

Violation	Suspension (expulsion)	Action	Fine
Failure to pass the Administrative and/or Technical Inspection	suspension		
Failure to pass the Medical control	suspension		
Driving the racing Vehicle on the track unbelted and without the compulsory racing outfit 1 st violation 2 nd violation 3 rd violation	expulsion		5 000 rub. 15 000 rub.
Drifting on the track outside the scored section (during the event) 1 st violation 2 nd violation 3 rd violation	expulsion	warning	5 000 rub.
Non-compliance with the fueling and fuel and lubricant storage safety requirements (absence of protective coverall, fueling in an unauthorized place) 1 st violation 2 nd violation			5 000 rub. 15 000 rub.
Refusal to pay the fine	expulsion		
Non-compliance with the current Regulations' requirements concerning the assembly/disassembly of the service zone in the Service Park and requirements within the zone			20 000 rub.



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No-show without proper notification to the Organizer, no-show without a valid reason			150 000 rub.
Providing information on the accommodation during the stage that does not confirm the actual data			15 000 rub.
Violation of the HOT PIT and Competition Timeout rules: 1 st violation 2 nd violation 3 rd violation	expulsion	warning	10 000 rub.
Non-compliance with the flag signals and/or instructions of the Judges 1 st violation 2 nd violation 3 rd violation	expulsion	warning	5 000 – 20 000 rub.
Intentional movement on the track in the opposite direction 1 st violation 2 nd violation	expulsion		10 000 rub.
No-show or late arrival at the briefing scheduled in the Stage Regulations / Arrival at the briefing without racing coverall			5 000 rub.
Exceeding maximum driving speed in Service Park			5 000 rub.
Drifting in Service Park			15 000 rub.
Dangerous driving, multiple repetitions of critical errors on track / non-compliance with the safety regulations (unproperly belted, no helmet / HANS / homologated underwear) 1 st violation 2 nd violation 3 rd violation	expulsion		5 000 rub. 20 000 rub.
No-show at the TOP32, TOP16 opening parade			30 000 rub.



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Dangerous driving (non-compliance with the Organizer's instructions) during the Drivers' Parade			15 000 rub.
Unauthorized sampling, promo campaigns, handing out any advertising materials, partners' or sponsors' products to guests of the competitions (spectators, other participants, Organizer's staff).			from 20 000 to 90 000 rub.
Damage of any equipment, fences, and other elements of the circuit infrastructure, technical fluids spill in the competition zone/service park, littering (depending on the violation scope) by the Applicant and/or their staff.			5 000 rub. + damage compensation
Applicant's vehicles' entrance to the Service Park and other restricted zones without valid passes and the delivery of persons without valid passes into the abovementioned restricted zones.			10 000 rub.
Passing over the Driver's or Driver's Team member bracelet/badge to any third parties.			8 000 rub.
Absence of Organizer's compulsory stickers on the Applicant's Vehicle that has undergone the Technical Inspection, or absence of any compulsory patch on the Driver's coverall at any moment of the competition. 1 st violation 2 nd violation			10 000 rub. 20 000 rub.
Reverse driving in the Pit Lane			5 000 rub.
Non-compliance with the traffic diagram/traffic safety regulations			10 000 rub.
Drifting in the Drift Taxi zone without the prior consent of the Clerk of the Course 1 st violation 2 nd violation		warning	10 000 rub.



REGULATIONS OF THE OFFICIAL DRIFTING COMPETITION
RAF CUP RDS GP 2022

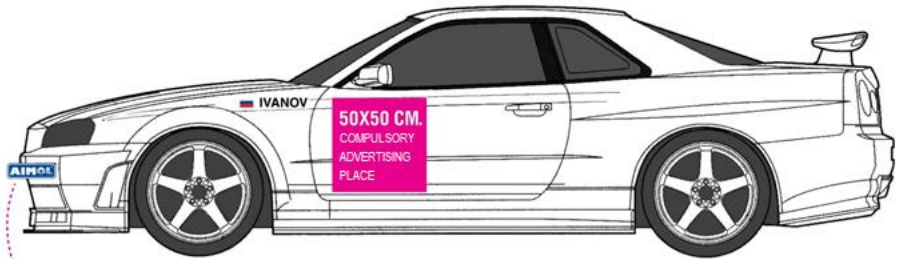


Discussing the Judges' decision with the Judges' board, except for special briefings. 1 st violation 2 nd violation	expulsion		10 000 rub.
Insulting the competition officials (unsportsmanlike behavior, three or more warnings) 1 st violation 2 nd violation	expulsion		10 000 rub.
Negative public comments about the series and the officials (in social media, mass media, messengers, chats, other events)			5000 – 100 000 rub.

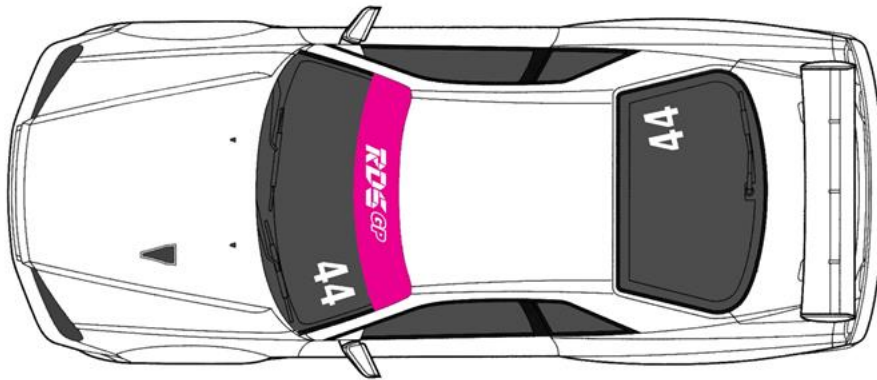


APPENDIX 3 —VEHICLE AND COVERALL DECORATION CHARTER

COMPULSORY ADVERTISING PLACEMENT CHARTER



AIMOL - 185X60MM.

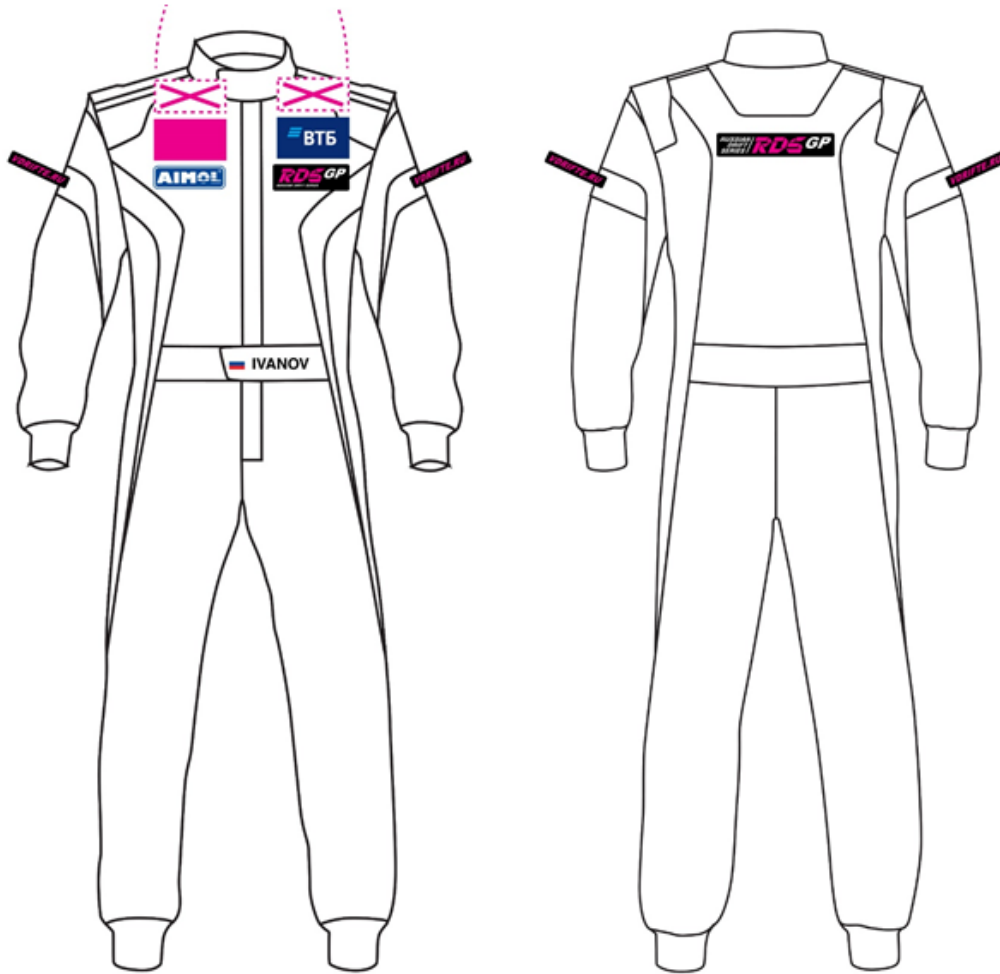


AIMOL - 185X60MM.



COMPULSORY COVERALL PATCH CHARTER

NO OTHER ADVERTISING OR PATCHES ALLOWED ABOVE
 THE COMPULSORY PATCHES!



RDS GP - 130x45 mm.



RDS GP - 200x40 mm.



VTB - 123x56 mm.



Aimol - 123x40 mm.



vdrifte.ru - 120x29 mm.



APPENDIX 4 – TEAM ENTRY FORM

Teams Classification participation entry
RAF CUP RUSSIAN DRIFT SERIES GP 2022
_____STAGE

Team name: _____

No.	FULL NAME	VEHICLE

Team Applicant:

(Full name)

(Signature)

License No.

Entry accepted by:

(Full name)

(Signature)



APPENDIX 5 – DRIVER ENTRY FORM*

***filled in in the personal account on vdrifte.ru**

Participation entry: season 2022

Driver (full name): _____
 Country: _____
 City: _____
 Date of birth: _____
 Team (for team classification only): _____
 RAF/FIA/ASN Driver's License No.: _____
 Driver's phone number: _____
 E-mail: _____
 Representative (full name): _____
 Representative's phone number: _____
 Spotter (full name): _____
 Spotter's phone number: _____
 Mechanic (full name): _____
 Mechanic's phone number: _____

Vehicle

*RAF/NSF sports passport No.: _____
 Starting number: _____
 Car brand and model: _____
 Engine brand and model: _____
 Engine volume: _____
 Capacity (hp): _____
 Tire brand/wheel diameter: _____
 Fully equipped driver weight: _____

In case of absence of any document, the Organizer shall process the documents at the administrative inspection before the event, provided that the absence and the need for such document are explicitly expressed in advance through the entry submission.

The undersigned understands and recognizes the provisions of the Russian Drift Series' regulation documents and agrees to comply with the provisions thereof strictly; the undersigned is aware of the hazards of any motorsports event and waives any claims of the Organizer and the Organizer's authorized represents in case of any damage caused to their property and health.

I hereby confirm that the data entered in the present form are complete and correct, and the declared vehicle complies with the Technical Requirements.

Applicant: _____ (_____)
 Representative: _____ (_____)
 Entry accepted by: _____ (_____)



Accommodation

Indoor garage: _____

Cleaner: _____

Area required (WxL, in meters): _____

In case of absence of any document, the Organizer shall process the documents at the administrative inspection before the event, provided that the absence and the need for such document are explicitly expressed in advance through the entry submission.

The undersigned understands and recognizes the provisions of the Russian Drift Series' regulation documents and agrees to comply with the provisions thereof strictly; the undersigned is aware of the hazards of any motorsports event and waives any claims of the Organizer and the Organizer's authorized represents in case of any damage caused to their property and health.

I hereby confirm that the data entered in the present form are complete and correct, and the declared vehicle complies with the Technical Requirements.

Applicant: _____ (_____)

Representative: _____ (_____)

Entry accepted by: _____ (_____)



APPENDIX 6 – PRIMARY TECHNICAL INSPECTION CERTIFICATE*

* to be published later



APPENDIX 7 – INCOMING TECHNICAL INSPECTION CERTIFICATE*

*** to be published later**



APPENDIX 8 — DRIVER'S, REPRESENTATIVE'S, SPOTTER'S ID

1. Only the persons holding the RDS GP Driver's ID are admitted to participate in the RDS GP events.
 - 1.1. Persons eligible to receive the Driver's ID:
 - Participants of the previous season of RDS GP occupying 1st-16th places, inclusively
 - Prize-winners of the previous season of regional RDS series – 1st, 2nd, 3rd places
 - Drivers specifically approved by the Organizer. To receive the Organizer's special permission, all the Drivers shall send an inquiry to the Organizer's address. The inquiry form is published in the Documents section on vdriffe.ru website.
 2. To receive the RDS GP Driver's ID, every driver shall sign the Marketing Consent.
3. Only the persons holding the RDS GP Representative's ID are admitted to participate in the RDS GP events as authorized representatives.
4. Persons eligible to receive the Representative's ID:
 - Driver's Representatives officially listed in the Driver's preliminary participation entry.
 - Team Participants officially listed in the Team's preliminary participation entry.
 - Driver's or Team's Representatives listed by the Driver/Team during the Administrative Inspection.
5. To receive the Representative's ID, every Representative shall sign the Marketing Consent, appear before the Administrative Inspection in person and pass a test in the RAF SC, Drifting Competitions Rules, RDS GP Regulations, and RDS GP Individual Regulations.
6. Only the persons holding the RDS GP Spotter's ID are admitted to take in the RDS GP events as a spotter.
7. Persons eligible to receive the Spotter's ID:
 - Driver's Spotter, officially listed in the Driver's preliminary participation entry.
 - Team's Spotter, officially listed in the Team's preliminary participation entry.
 - Driver's or Team's Spotter officially listed by the Driver/Team during the Administrative Inspection.
8. To receive the Spotter's ID, each Spotter shall sign the Marketing Consent, appear before the Administrative Inspection in person (or show up on the official practice day before the scheduled practice start) and pass a test in the RAF SC, Drifting Competition Rules, RDS GP Regulations and RDS GP Individual Regulations.
9. The Driver's, Representative's, Spotter's IDs can be withdrawn by the Organizer in the event of their non-compliance with the requirements of the RAF CS, RDS GP Regulations, and the RDS GP Marketing Consent.
10. The fee for the Driver, Representative, and Spotter's ID is 5 000 rubles per piece.