



**REGULATIONS
YUKA DRIVE FEST
GYMKHANA
2025**



DATES OF THE EVENT

Preliminary competition program:

February 7:

10:00 – Pilot registration

11:00 – Briefing for Pilots

11:30 – Practice

19:30 – Track closure

February 8:

07:00 – Pilot registration, medical check-up, technical inspection

08:00 – Briefing for Pilots

08:30 – Practice runs for Semi-Pro

12:30 – Break

12:50 – Practice runs for Semi-Pro

13:30 – Briefing for Pilots

14:00 – Qualification for Semi-Pro

15:40 – Break

16:10 – Qualification for Semi-Pro

17:50 – End of Semi-Pro qualification

18:30 – Briefing for Pilots

18:45 – TOP32 Semi-Pro

19:25 – Break

20:15 – TOP32 Semi-Pro

21:00 – Briefing and track closure



February 9:

07:00 – Pilot registration, medical check-up, technical inspection

08:00 – Briefing for Pilots

08:30 – Practice runs for Pro

10:30 – Briefing for Pilots

11:30 – Qualification for Pro

12:30 – Break (G-Taxi)

13:00 – Qualification for Pro

13:50 – Briefing for Pilots

14:10 – Driver parade, autograph session, show program, G-Taxi

16:10 – TOP16 Semi-Pro

17:00 – TOP16 Pro

17:40 – Break (G-Taxi)

18:40 – TOP8 Semi-Pro

19:00 – TOP8 Pro

19:30 – Break (G-Taxi)

20:10 – TOP4 Semi-Pro

20:30 – TOP4 Pro

20:40 – Races for 3rd and 4th places and finals for Semi-Pro and Pro classes

22:00 – Award ceremony, track closure



KEY DEFINITIONS

Gymkhana (Autoslalom) – a type of motorsport. Traditional autoslalom or autocross. Gymkhana tracks are often very complex, and memorizing the track is one of the most important parts of this sport. It is a type of motorsport where there is a start point, a series of obstacles, and a finish, which must be reached in the shortest possible time.

The goal of the competition is to complete the track in the shortest time with maximum speed. Obstacles in the form of cones, car tires, barrels, and other attributes are placed on the track. The driver must navigate the track in a pre-established order, demonstrating various driving techniques. When navigating the gymkhana track, the driver must perform

180 and 360-degree turns, perform reverse driving exercises, park boxes, spin "eights," and other complex elements.

Solo runs – solo qualification runs, a mandatory part of the competition, the results of which determine the participants admitted to the final part of the competition, and the grid for paired runs is formed.

Paired runs – the final part of the competition where the winners are determined based on the best time on the track.

Heat (Battle) – two consecutive runs of one pair of Drivers with a change of starting positions in the second run.

Official training – solo or paired runs of pilots admitted to the competition on the evaluated section before the start of qualifying or paired runs. It is part of the official competition program.

Spotter – an accredited representative of the pilot who monitors the runs to inform the pilot and adjust their actions.

Acceleration zone – a section of the track from the starting line to the last point of the setting, where participants' cars are allowed to move in a straight line to gain the necessary speed.

Re-run – a repeat Heat conducted if it is impossible to determine the winner based on the first Heat of a pair of drivers.

"5 minutes" (Competition timeout) – a timed stop of the runs authorized by the race director for vehicle maintenance.

"3 minutes" – the time limiting the period for participants of the upcoming Heat in the tournament table to enter the start area.

Hot pit – a technical stop of the vehicle in a strictly designated and visually marked area for quick repairs and checking the vehicle's technical condition. The allowed time in the hot pit zone should be specified in the Regulation.

Repair zone – a special zone where all technical work on the vehicle can be carried out within the "5 minutes" (Competition timeout) break.

Pre-start zone – a part of the track or a platform located in the immediate vicinity of the start.

Service zone (Service park) – a part of the track or a platform where the vehicles participating in the runs can be located and serviced by teams during the competition.

Start area – the zone where the vehicles participating in the runs are called.

Zero score (DNF) – a score given to a driver for an incomplete run, assigned by the judges for gross violations of the track trajectory, stopping the run, going off the track with four wheels, and other critical errors defined by the judges in the stage judging assignment.

Fact judge – a judge working as part of a panel of 2 to 4 people, developing Judging Assignments and making decisions on the imposition of penalty time in Qualifying and paired runs. Decisions are made based on the pilots' execution of the judging assignment according to pre-approved criteria. The fact judge may use any available tools, including electronic judging systems, to increase assessment accuracy. The fact judge participates only in determining penalty time for trajectory violations and knocked down track elements, while the race director are responsible for conducting the competition.

COMPETITION – a sports event in which final results are determined and prizes are awarded.

PARTICIPANT – a natural or legal person who has filled out an application for participation in the Competition stage and has registered a car for participation in the competition.

ORGANIZER – a legal or natural person organizing a gymkhana competition.

REGULATION – a mandatory official document describing the details of the competition.

TRACK – a specially prepared asphalt or concrete track for competition.

PARK-STAND – a limited area outside the track where participants' and technical support vehicles are located.

REFUELING ZONE – a specially equipped area where participants' cars are refueled.

1. GENERAL INFORMATION ABOUT SPORTS COMPETITIONS

1.1 The organizer of YDF 2025 is Yuka adv pro racing - FZCO. The sports organizer of the competitions specified in these Regulations is Yuka adv pro racing - FZCO. The event is sanctioned by EMSO as a national event and is conducted in accordance with the EMSO National Sports Code. The organizer is responsible for conducting the competitions in accordance with the provisions of these Regulations. For all sports-related questions, you can reach out via email: Application@yukaracing.ae Official information about the Tournament is available on the official YDF website: yukaracing.ae

2. COMPOSITION OF THE COMPETITION

2.1 PARTICIPANTS

- 2.1.1. The competition is held in two classes: Semi-Pro and Pro. Each participant has the right to register in both classes, provided they meet the requirements described in Appendix No. 4.

- 2.1.2. Men and women aged 16 and over can participate in the gymkhana competition on equal terms.
- 2.1.3. Pilots under the age of 18 can be admitted to the competition only with notarized parental (legal guardian) consent.
- 2.1.4. The competition is held among Participants who have submitted an application and passed registration.
- 2.1.5. In the main competition runs (qualification + paired runs), the Participant has the right to use only the declared and technically inspected car.
- 2.1.6. Participants who do not have sufficient training levels and pose a danger to spectators, participants, and/or competition personnel may be disqualified from training or competition by the judges.
- 2.1.7. The transportation of cars to the event is at the expense of the Participants. The Organizer covers the transportation costs of the TOP 4 Participant's car to the Superfinal for each stage. If one of the TOP 4 pilots cannot participate in the Superfinal, their place is taken by the next pilot who agreed and took the position after them.
- 2.1.8. Each Participant in the competition must be represented by at least one Pilot and one Car and has the right to appoint a representative to interact with the Organizer and competition officials. The representative performs all functions defined by these Rules as functions of the Participant and is the only person (other than the Participant) authorized to exercise the rights granted to the Participant by these Rules and other Competition regulations. Information about the Participant's representative must be provided to the Organizer during administrative checks in writing.
- 2.1.9. All competition Participants, as well as mechanics and spotters, are required to wear wristbands issued during registration, giving them access to the Paddock throughout the event. If the wristband tears, it must be replaced by the Race Secretary by exchanging the torn wristband for a new one. Replacement is free of charge. If the wristband is lost, it is purchased at full price as a separate ticket. During registration, 4 wristbands are issued (for the pilot and three team members). If the pilot has more personnel than the regulated number of wristbands issued, additional wristbands are purchased separately. Only wristbands worn and secured on the wrist are allowed in the Paddock. In other cases (absence of a wristband or its presence but not worn and secured on the wrist), the person is treated as a visitor to the event and is not allowed into the Paddock.
- 2.1.10. Participants holding one of the following types of licenses are eligible to compete in the event:

- Circuit Novice Restricted
 - Circuit National
 - National Drift A
 - National Drift B.
- 2.1.11 When participating in YDF 2025 competitions, all Participants, Applicants, Representatives, and all individuals and legal entities holding RAF Licenses must adhere to the following regulatory documents:
 - FIA Sporting Code;
 - FIA Anti-Doping Program;
 - These YDF 2025 Regulations (hereinafter referred to as the "Regulations") and issued Bulletins, which are an integral part of the Regulations;
 - YDF Technical Requirements for vehicles;
 - Specific regulations for YDF stages.

2.2. APPLICANT'S PERSONNEL

- 2.2.1. The applicant's personnel are all team members performing any functions at the competition (sportsmen, spotters, representatives, mechanics, guests, service personnel, media representatives). The Applicant is fully responsible for the actions of all personnel.
- 2.2.2. If the applicant's personnel violate the rules established by the Regulation, the Applicant is penalized according to the penalty table specified in Appendix No. 2.
- 2.2.3. Each applicant is entitled to declare no more than 1 (one) accompanying person (guest) per pilot at each stage. The accompanying person, after receiving a pass-wristband, may be present in some restricted access areas. The level of access to these areas is determined by the Organizer.
- 2.2.4. Each applicant is entitled to declare no more than 2 (two) mechanics per pilot. Mechanics are listed in the application and, after receiving a pass-wristband, may be present in some restricted access areas. The level of access to these areas is determined by the organizer.

2.3. PARTICIPATION APPLICATIONS

- 2.3.1. The Tournament Organizer publishes in an additional Regulation to this Regulation the conditions for accepting applications for participation in the competition. Any natural person wishing to participate in one of the Tournament stages must preliminarily submit to the Organizer a properly completed application form on the website <https://yukaracing.ae> or complete it at the Competition venue before the start of the competition.

- 2.3.2. The application is a contract between the Participant and the Organizer and must be signed by both parties. The application obliges the Participant to participate in the competition and comply with the requirements of this Regulation, and the Organizer to fulfill all the provisions of this Regulation with respect to the Participant. The competition organizers are not responsible for damage and injury caused by the participant during the competition to the property, health, or life of another participant, as well as any other person. All responsibility lies with the direct culprit(s). All Participants participate in the competition at their own risk. By signing the Application form, the competition participants confirm that they fully accept the provisions of this paragraph.
- 2.3.3. All Participants must provide the following documents for administrative inspection:
 - Completed application forms in the prescribed format;
 - Documents confirming the right to operate a vehicle;
 - A valid racing license issued by EMSO or the participant's national automobile federation.

If a participant competes with a license other than an EMSO license, they must also provide a valid start permit from their national automobile federation (ASN). In the absence of the necessary documents, the organizer reserves the right to refuse the participant's registration.

- 2.3.4. Official information about the Tournament is posted on the official Yuka Drive Fest website <https://yukaracing.ae>.

2.4. ENTRY FEE

- 2.4.1. The entry fee for participants of the competition may or may not be charged.

2.5. ELIGIBLE VEHICLES

- 2.5.1. Vehicles allowed to participate are those with rear-wheel drive only, complying with the technical and safety requirements specified in Appendix No. 4 of these Regulations, and have passed inspection by the Technical Commission of the competition. In case of any disputes, the final decision on the admission of a vehicle to the competition is made by the Technical Inspector or the Race Director, with the issuance of a warning.
- 2.5.2. The organizers reserve the right to disqualify a participant's vehicle from the competition if its technical characteristics have changed or if its further operation during the competition may be dangerous to the property, life, or health of spectators, the participant, the organizers, or third parties, as well as due to disrespect towards participants or disciplinary violations.

- 2.5.3. The Participant may replace the vehicle specified in the application form before the start of official checks.
- 2.5.4. Official stickers and number plates of the competition must be placed on the external surfaces of each vehicle participating in the competition. Throughout the competition, official stickers must be located and attached to the vehicle in such a way that they are fully visible and cannot be covered by any other stickers. For violating this requirement, the Participant is fined 1000 AED. For the absence of both start numbers, the participant may be disqualified from the competition.
- 2.5.5. The set of start numbers is issued by the Organizer separately for each stage of the competition.
- 2.5.6. The driver is allowed to use a spare vehicle in one test (Qualification and paired runs) or training, provided that this vehicle has been declared as a spare during administrative checks and indicated in the participation application.
- 2.5.7. The participation of two pilots in one vehicle is allowed. The Participant has the right to replace the vehicle with an already declared vehicle of another Participant.
- 2.5.8. The main vehicle may be replaced with a spare:
 - before the start of Qualification;
 - before the start of TOP 32;
 - before the start of TOP 16;
 - before the start of TOP 8.
- 2.5.9. If two pilots participating in one vehicle meet each other in the paired runs grid, the higher-ranked Participant in the Qualification takes precedence.
- 2.5.10. Simultaneous participation of more than two pilots in one vehicle is prohibited.
- 2.5.11. Replacing a vehicle between the runs of one Heat is prohibited.
- 2.5.12. Mandatory protective gear for the driver:
 - Fire-retardant helmet certified to FIA or SFI standards for motorsport (bicycle and motorcycle helmets are not permitted);
 - Closed-type shoes;
 - Closed-type clothing.

The use of a protective fire-resistant suit is recommended.

3. INDIVIDUAL STANDINGS

YDF 2025 determines the winners and prize-winners in the Individual Standings.

4. RESULTS, POINT ALLOCATION, AWARDING, FORCE MAJEURE

4.1. POINT ALLOCATION

The final result of the Pilot at the stage is the points awarded in accordance with the tables:

Place in Qualification	Points
1st place	22
2nd place	19
3rd place	17
4th place	15
5th-6th places	12
7th-8th places	10
9th-12th places	8
13th-16th places	6
17th-24th places	4
25th-32nd places	2
33rd place and below	0

Place in Paired Runs	Points
1st place	250
2nd place	180
3rd place	145
4th place	120
TOP-8	70

Place in Paired Runs	Points
TOP-16	50
TOP-32	30

4.2. AWARDING

- **4.2.1.** The Organizer awards the winners of each stage who took 1st, 2nd, and 3rd places with cups.
- **4.2.2.** The Organizer has the right to establish valuable or monetary prizes for the winners of each stage and the Tournament as a whole.
- **4.2.3.** The Organizer has the right to establish valuable or monetary prizes for the winners of each stage and the Tournament as a whole. Participants who took first, second, and third places based on the stage results receive a cash prize in the ratio of 50%-30%-20% of the prize fund, provided that the condition in clause 4.2.2 is met.
- **4.2.4.** The Organizer has the right to establish additional Cups and prizes for all competition participants.
- **4.2.5.** The awards ceremony for each competition can begin no earlier than the final results of the competition are published and no earlier than 30 minutes from the publication of the preliminary results.

4.3. FORCE MAJEURE

- **4.3.1.** If the first round of qualifying runs is not completed before the force majeure occurs, the CSC may determine a method for assigning rankings to each participant, but in the event format, all vehicles must be considered as qualified to ensure that every participant has the opportunity to advance to the Paired runs stage.
- **4.3.2.** In case of rain or other weather conditions that do not lead to the cancellation of the qualifying runs, the Judges have the right to make adjustments to the judging criteria and notify the Pilots accordingly.

5. MARKETING AND BRANDING

- **5.1.** Stickers and patches must be placed on the pilot's vehicle and suit according to the vehicle and suit decoration schemes issued before each stage.
- **5.2.** Refusal to apply the competition emblem and start numbers to the vehicle is not allowed.
- **5.3.** If the Applicant refuses to place the Organizer's advertising materials (optional advertising) on the vehicle and the pilot's suit, they must pay an additional fee of 1000

AED for the absence of sponsor stickers (for each declared Pilot). These amounts are set for one stage.

- **5.4.** Placement of any of the advertising elements outside the designated place or with violations of orientation is considered a branding violation. The Organizer may allow deviations from the outlined scheme by a separate decision based on the Chief Scrutineer's report.
- **5.5.** Any modification of stickers and patches (cutting, bending, stretching) is prohibited. The exception is the sticker on the windshield, which, after obtaining the organizer's approval, may be trimmed.
- **5.6.** The Organizer reserves the right to expand the list of advertising materials by issuing an appropriate bulletin and sticker placement scheme.
- **5.7.** All violations of branding requirements are penalized in accordance with Appendix No. 2.
- **5.8.** The presence of any branding and advertising materials of any other competitions, racing series, or track days in the designated area in the service park allocated to the applicant is prohibited. This includes start numbers and logos on sports and other vehicles, and branding elements.
- **5.9.** The procedure for placing and operating participant sales points is regulated by the Marketing Agreement Supplement. Violation of the requirements is considered unauthorized actions related to sampling, promotional activities, distribution of advertising products to guests (spectators, other participants, organizer personnel) from partners or sponsors, which allows the organizer to impose fines in accordance with Appendix No. 2.
- **5.10.** Any advertising applied to the Vehicles must not affect the visibility for the Pilot.
- **5.11.** Placing any emblems and stickers on the windshield, except those provided by the Organizer, is strictly prohibited.
- **5.12.** The Organizer reserves the right to demand the removal of any advertising materials or parts thereof or their masking if they do not comply with the legislation of the UAE, Competition Regulations, moral and ethical norms, or are offensive in nature. Compliance with this requirement is mandatory. Political, military, and religious advertising is prohibited.

6. GENERAL CONDITIONS OF ORGANIZATION

6.1. OFFICIAL DOCUMENTS

- 6.1.1. The Tournament Organizer is obliged to issue the following official documents for each stage of the Tournament:
 - competition program;
 - regulation;

- additional provision to this Regulation (if necessary);
- track plan (with posts);

All official competition documents must be issued and published in English.

- 6.1.2. The COMPETITION PROGRAM is published before each stage and must contain general information about the event, necessary for understanding the conditions of its organization.:
 - exact schedule of the event with exact dates, time, and location (position);
 - list of official competition representatives;
 - schedule of the competition headquarters, indicating the registration time of the Participants and the receipt of their documents;
 - schedule of training on the competition track;
 - time and place of technical inspections;
 - time for submitting applications for participation, conditions for accepting applications, and the amount of entry fees.
- 6.1.3. The REGULATION of the competition is the main official document describing the features of the competition and regulating its conduct. The competition regulation must contain the following information:
 - criteria for the admission of Participants and vehicles to participate in the competition and in individual competitions;
 - details of the application acceptance procedure: the procedure for submitting and accepting Applications, the size and procedure for paying entry fees, conditions for their return;
 - information about the official stickers and advertising of the Organizers, including the scheme for their placement on the vehicle;
 - rules for placing vehicles in the service park
 - rules for filing protests and appeals, the amount and specifics of making monetary deposits and fees when filing protests and appeals;
 - prizes (for what places prizes are awarded and the conditions for awarding them)
- 6.1.4. The TRACK PLAN should include:
 - competition track diagram with fencing;
 - park-stand location;

- registration area location;
 - refueling zone location;
 - smoking area location;
 - spectator car parking locations;
 - toilet locations;
 - other locations that the Organizer considers important and necessary.
- 6.1.5. PARTICIPANT LISTS are compiled in accordance with the following rules:
 - all participant lists must contain the driver's last name and first name, the city represented by the participant, and the make of the vehicle;
 - the full list of declared Participants is compiled after the acceptance of Applications has ended;
 - the list of admitted Participants (compiled after administrative and technical checks and after official training).
 - 6.1.6. BULLETINS are official documents that are an integral part of the Competition Regulations and are intended for publishing changes, clarifications, or additions to the latter. Changes to the current regulations are made only through bulletins. Before making any changes, each bulletin is preliminarily sent to EMSO for approval and marked with a watermark. Bulletins must be numbered, dated, and posted on the official information board immediately after being signed by EMSO and the Organizing Committee before the start of the competition or by the Competition Director after it begins.

6.2. OFFICIALS

6.2.1. An **OFFICIAL** is a person authorized to perform certain functions during the competition.

The composition of the officials is determined by the Organizer and includes, in particular:

- RACE DIRECTOR;
- CHIEF JUDGE;
- SAFETY OFFICER;
- CHIEF SCRUTINEER;
- PARTICIPANT RELATIONS OFFICER;

- JUDGES' PANEL;
- CHIEF SECRETARY.

All the above officials appointed by the Organizer are officials of the competition. Officials are only allowed to perform the functions for which they have been appointed. The same person may be appointed to perform several functions if they have the appropriate qualifications.

6.2.2. The **RACE DIRECTOR** is responsible for conducting the competition in accordance with this Regulation, for which he:

- makes decisions on the application of the provisions of this Regulation and ensures their implementation by the officials;
- coordinates the work of the competition officials.

6.2.3. The **SAFETY OFFICER** prepares the competition safety plan and ensures its implementation. He must be included in the competition organizing committee. During the competition, the Safety Officer is obliged to maintain constant communication with the Competition Director.

6.2.4. The **CHIEF SCRUTINEER** is responsible for conducting technical inspections and ensuring that the Participants' vehicles comply with the technical requirements specified in the competition regulations. The Chief Scrutineer:

- organizes the conduct of all technical inspections;
- if during the competition a vehicle is found to be potentially unsafe, he must immediately report this to the Race Director and follow his instructions.

6.2.5. The **PARTICIPANT RELATIONS OFFICER** ensures operational communication between the officials and Participants during the competition, as well as informs Participants on issues related to the competition and explains the provisions of the regulatory documents. The Participant Relations Officer should avoid directing questions to the commissioners that can be resolved by simple clarification, except for protests, and should refrain from any statements or actions that could provoke protests.

The Participant Relations Officer must be competent in matters of general regulations.

6.2.6. The **JUDGES' PANEL** consists of several judges who determine the final time for completing the track during qualifying and paired runs, check the correctness of each participant's track passage, and set the correct trajectory of the track. All controversial issues are considered collectively by the panel.

6.2.7. The **CHIEF SECRETARY** organizes the work of the secretariat and is responsible for the accuracy of the results of administrative checks, the preparation of the participant list, the starting list, the correct determination of the competition results, and all related official communications and publications.

6.3. DISPUTED ISSUES AND APPLICATIONS

6.3.1. Only participants have the right to submit a protest. Multiple participants cannot file a joint protest. A participant wishing to file a protest against more than one competitor must submit as many protests as there are participants involved in the relevant action.

6.3.2. The protest must be:

- Written and dated, addressed to the Race Director, and submitted within 30 minutes after the publication of the preliminary results;
- Accompanied by the established protest fee.

6.3.3. All protests will be investigated by the stewards or members of the competition jury. The protest fee is set at no less than 2,000 dirhams. If the participant's protest is successful, the fee will be refunded; if the protest fails, the fee will be transferred to EMSO.

6.3.4. If a person is referred to EMSO for a violation of the Code of Conduct (Section 2 of this document), EMSO may decide to refer the matter to its National Disciplinary Court, and, if necessary, action may be taken against such a person.

6.3.5. In the event that a participant's protest is unsuccessful, the stewards or members of the competition jury must inform the participant of their right to appeal and the correct procedure for doing so, according to Section 11.4 of the Regulations.

6.3.6. Participants and drivers who do not attend mandatory briefings and award ceremonies or ignore the requirements of the Competition Guidelines will be subject to penalties in accordance with the penalty table in Appendix No. 2. The penalty may be deferred to the next stage of a multi-stage competition.

6.4. ADVERTISING

- 6.4.1. Participants' vehicles may carry any form of advertising, provided that this advertising:
 - does not contradict the legislation of the UAE;
 - does not occupy places reserved for competition stickers and start numbers.
- 6.4.2. The competition Regulation may provide for the placement of mandatory advertising on Participants' vehicles.
- 6.4.3. Participants representing tuning online stores have the right to refuse mandatory advertising only by agreement with the Organizer.
- 6.4.4. The content of any advertising offered by the Organizer of the competition must be described in the Regulation or in an official bulletin.

6.5. VEHICLE IDENTIFICATION AND START NUMBERS

- 6.5.1. Participants have the right to choose their start number by submitting a request to the Organizer when applying for participation. Numbers are assigned on a first-come, first-served basis. If no request is received from the participant for a specific start number, the number is assigned by the Organizer. The use of start numbers 0, 00, 000 is not allowed.
- 6.5.2. The participants' start numbers are applied to the vehicle according to the vehicle decoration scheme presented in Appendix No. 3.
- 6.5.3. The pilot's surname, initials, and national flag must be applied to the rear side windows or on the front fenders of the vehicle (in the upper rear corner in the direction of travel). Letter color: on the glass – white on a transparent background; on the fenders – contrasting, easy to read against the vehicle's color. The pilot's surname and initials must be applied to the vehicle in accordance with how it is indicated on the pilot's license in Arabic and English, equally on both sides of the vehicle. The height of the letters must be at least 60 mm.
- 6.5.4. Violations of the vehicle sticker are penalized according to Appendix No. 2.

7. SAFETY

7.1. SAFETY AT THE COMPETITION

- 7.1.1. The primary task of the safety service is to ensure the safety of spectators, participants, and officials to the maximum extent. The responsibility for ensuring safety measures at the competition lies with the Race Director.

- 7.1.2. When preparing each competition, it is necessary to take into account the features of the track, the location of spectator areas, terrain, structures, and other factors that may affect safety.
- 7.1.3. All spectator areas must be fenced off from the competition track with dense barriers (minimum height 120 cm). In areas where participant vehicles may run off the track and in areas where the spectator zone approaches closer than 12m to the track, the organizer must place protective barriers (concrete blocks). The minimum allowable size of an FBS (Foundation Block of Solid concrete) is FBS 24.5.6 (2380×500×580 mm). The distance from the concrete blocks to the spectator zone fence is a minimum of 3m. If the competition track is located on a specially designated circuit track approved by the FIA, additional safety measures for existing spectator zones are not required. If the competition track is located on an asphalt or concrete platform or on a public road, special attention should be paid to natural obstacles (poles, curbs, buildings, other objects); the track should not run close to such objects. All of them must be marked on the SAFETY PLAN, as well as the distances from the objects to the track.
- 7.1.4. At all times during the competition, there must be:
 - an "Ambulance" vehicle;
 - one vehicle for evacuating a damaged vehicle;
 - firefighting systems.
- 7.1.5. During classified runs, it is prohibited to open or partially open the side windows of the vehicle unless a special protective net or handcuffs are used. If handcuffs are used, the helmet must be of the closed type with the visor down.
- 7.1.6. The maximum permitted speed of vehicles in the Service Park is 5 km/h. It is recommended that a mechanic or another team member walks alongside the moving vehicle in the designated area, constantly touching it with their hand to control the speed.
- 7.1.7. Only pilots in full gear and officials, accredited mechanics, Applicants' Representatives, and media with access to the track are allowed to be in the Pre-Start Zone, and everyone must use closed footwear and clothing that completely covers the torso, arms to the wrist, and legs to the shoes (the use of special fire-resistant mechanic suits is recommended).
- 7.1.8. The presence of persons under the age of 16; persons in a state of alcohol or other intoxication; persons in inappropriate gear; animals in the Pre-Start Zone is prohibited. The Organizer has the right to refuse presence in the Pre-Start Zone to anyone if their presence may pose a danger to themselves or others. The placement of vehicles in the Pre-Start Zone is determined by the Organizer and communicated

to the Applicants and Pilots during briefings. Mechanics and Spotters are allowed to be in the pre-start zone only during work on the Pilot's vehicle during the Hot Pit. All other times, they must be in a specially fenced area. The location is agreed upon at the Briefing of each stage separately.

7.2. GENERAL SAFETY RULES ON THE TRACK IN CASE OF ACCIDENT

- 7.2.1. In the event of a vehicle breakdown on the track during a competitive or training run, such a vehicle must be immediately evacuated from the track so as not to interfere with the further conduct of the Competition.
- 7.2.2. Pilots are strictly prohibited from driving in the opposite direction during the Competition unless authorized by the Race Director to remove the vehicle from a dangerous position. Failure to comply with this point of the Regulation may result in disqualification.
- 7.2.3. The vehicle is evacuated from the track only by the competition's official personnel and only after it has come to a complete stop. Team members may enter the track and assist in evacuating the vehicle only after obtaining direct permission from the Race Director or the officer with the participants after coordination with the Race Director. Repair work on the vehicle on the track is prohibited; only assistance in immediate evacuation is allowed. In all cases except vehicle fire, the Pilot must remain with their vehicle to assist in its evacuation. During training and competitive runs, Pilots may only use the evaluated section of the track while adhering to track behavior rules.
- 7.2.4. In the event of a collision, breakdown, or other incident on the track, Marshals raise red flags, which they may do independently of each other at their discretion if necessary. After the red flag is raised, the runs on this half of the track are stopped. In the event of a serious accident, the Race Director may require the Pilot to undergo a medical examination. In such cases, the Pilot may not return to the Competition until cleared by the Doctor.
- 7.2.5. The Race Director may instruct the Pilot or their team to undergo an alcohol or drug test at any time during the event.
- 7.2.6. After an accident, the Chief Scrutineer must check the safety and readiness of the vehicle to continue the competition.

7.3. GENERAL FIRE SAFETY RULES

- **7.3.1.** To prevent fuel spills on the ground, the use of a fuel mat or leak-proof covering is mandatory.
- **7.3.2** When placing in the Service Park, all Applicants must have at least one fire extinguisher with a fire extinguishing substance capacity of at least 4 kg and with a valid expiration date for each vehicle, including the Spare.
- **7.3.3.** Refueling the Vehicle is allowed only in the designated Refueling zone and with extreme caution. This zone is located separately from the Service Park, usually at its exit to the track, but depending on the track configuration, its other location may be possible. Depending on the track configuration, the Refueling zone may also be organized next to the Pre-Start Zone during paired runs or at the Pilot's location.
- **7.3.4.** The time the Vehicle spends in the Refueling zone should not exceed the time required for refueling, after which the Vehicle must immediately leave the Refueling zone.
- **7.3.5.** During refueling, the Vehicle's engine must be turned off, and the main power switch must be turned off.
- **7.3.6.** It is recommended that the Pilot stays outside the Vehicle. If the Pilot is in the Vehicle during refueling, the seat belts must be unfastened, and the door must be open.
- **7.3.7.** Persons performing refueling must have a fire extinguisher (several fire extinguishers) specially designed for extinguishing flammable liquids with a total mass of extinguishing substance of at least 4 kg, and it is recommended that they wear a special fire-resistant suit and a protective mask (balaclava) on the head.
- **7.3.8.** Spilled fuel must be immediately removed by the Mechanics performing the refueling of the Vehicle.
- **7.3.9.** The storage of fuel and lubricants during the Competition is allowed either in the Refueling zone or in the Service Park inside technical support vehicles. The Applicant must ensure fire safety when storing fuel.

8. CONDUCTING COMPETITIONS

8.1. COMPETITION DURATION

- 8.1.1. Any competition begins with administrative and/or technical checks and ends with the latest of the following moments:
 - the official awards ceremony for the winners;
 - after the expiration of the time for filing protests or the end of their hearings;
- 8.1.2. The maximum duration of the day provided by the competition schedule should not exceed 12 hours.
- 8.1.3. The maximum number of days provided by the competition schedule should not exceed 3.

8.2. PARTICIPANT REGISTRATION

- 8.2.1. All participants arriving at the competition must undergo mandatory registration, administrative, and technical checks. The Organizer must publish the date and time of the start of registration and checks in the additional Regulation to this Regulation.
- 8.2.2. Registration and administrative checks should take place at the competition secretariat.
- 8.2.3. The acceptance of preliminary applications for participation ends two days before the start of the Competition.
- All Participants must provide the following documents for administrative inspection:
 - Completed application forms in the prescribed format;
 - Documents confirming the right to operate a vehicle;
 - A valid racing license issued by EMSO or the participant's national automobile federation.

If a participant competes with a license other than an EMSO license, they must also provide a valid start permit from their national automobile federation (ASN). In the absence of the necessary documents, the organizer reserves the right to refuse the participant's registration.

8.3. TECHNICAL INSPECTION

- 8.3.1. All vehicles participating in the competition must undergo a technical inspection, the time and place of which the ORGANIZER must publish in the competition program. All vehicles participating in the competition must undergo a technical inspection before the start of the qualifying runs.
- 8.3.2. The technical inspection is conducted by the CHIEF SCRUTINEER of the competition.
- 8.3.3. The main task of the technical inspection is to check the compliance of the participants' vehicles with the technical requirements for vehicles participating in gymkhana competitions (APPENDIX No. 3) and to check the driver's equipment.
- 8.3.4. By participating in the competition, the participant confirms that:
 - His vehicle, safety equipment, and protective gear comply with the Regulation's requirements and are in good condition and will remain in the same condition as certified by the Chief Scrutineer's report throughout the event.
 - The participant will use all necessary protective gear and safety equipment.

- 8.3.5. Each Vehicle may be subjected to technical checks at any time during the competition or after its completion. The time, place, and procedure for checks are specified by the Chief Scrutineer. The Chief Scrutineer may inspect and/or seal the participant's vehicle or any of its components for further inspection at any time.
- 8.3.6. Failure to comply fully with any technical inspection request leads to disqualification. All decisions of the competition's Officials regarding the time, place, and method of technical inspection are final.
- 8.3.7. The technical inspection does not change the fact that the Applicant, Pilot, and team members are fully responsible for the safe operation of the Vehicle. The participant agrees that they are best informed about the construction and operation of the Vehicle, safety equipment, and Pilot's equipment, and agrees to comply with all YDF 2025 rules, requirements, regulations, and agreements.
- 8.3.8. After passing the technical inspection, the CHIEF SCRUTINEER marks the application form and attaches a STICKER to the lower part of the participant's vehicle windshield indicating that the technical inspection has been passed. The participant must keep this sticker until the end of the competition.
- **8.3.9.** The organizers reserve the right, in case of a disputed situation regarding the classification of a vehicle as Semi-Pro, to initiate a compliance check for the vehicle according to the requirements described in Appendix No. 4. If the requirements are violated, the vehicle will be disqualified, its results annulled, and a penalty as described in Appendix No. 2 will be imposed.

8.4. TIRES

- 8.4.1. All requirements and restrictions for tires are set out in Appendix 4, Paragraph 9.
- 8.4.2. During the Competition, the Chief Scrutineer/Technical Delegate may conduct periodic checks. If the tire width or TW marking of the Vehicle is found to be inconsistent, the fact of the discrepancy is immediately reported to the CSC. In case of violation, the Pilot is penalized according to Appendix No. 2.
- 8.4.3. The number of tires used during the Competition is not limited, provided that the conditions of the other articles of this Regulation are met.
- 8.4.4. Replacing tires between Paired runs is prohibited.

8.5. PARK-STAND

- 8.5.1. All participants arriving at the Tournament stage are placed in the park-stand.

- 8.5.2. The placement of participants in the park-stand is managed by the PARK- STAND OFFICER (PARTICIPANT RELATIONS OFFICER). Upon arrival, each participant must contact the PARTICIPANT RELATIONS OFFICER for instructions on placement.
- 8.5.3. Each participant has the right to place in the park-stand the vehicle they use in the competition and one support vehicle. If the participant requires additional space for placement, they must notify the Organizer and resolve this issue with the Race Director privately.
- 8.5.4. The Organizer is obliged to organize a Tire Installation Zone in the park-stand.
- 8.5.5. In the park-stand, it is prohibited to:
 - smoke (any smoking devices except hookahs);
 - consume alcoholic beverages;
 - ignite open flames;
 - refuel the vehicle with fuel;
 - move at speeds exceeding 20 km/h;
 - perform drift elements.
- 8.5.6. For violating the rules of paragraph 8.5.5, the participant and their team members are fined according to Appendix No. 2. If the Participant refuses to pay the fine, the Judging Panel has the right to issue a disciplinary order (after receiving two disciplinary orders, the Participant may be disqualified from the competition) or impose penalty seconds. If the Participant's team member refuses to pay the fine, the park-stand officer has the right to remove them from the park-stand.

8.6. BRIEFINGS

- **8.6.1.** Briefings are conducted according to the schedule. Only the Pilot, Representative, and Spotter attend the briefing. Attendance at the briefing is mandatory for all Pilots participating in the qualifying and paired runs. The briefings are conducted by the Fact Judges and the Race Director. During the briefing, Pilots are informed of all changes in the competition program and/or any changes in the Private Regulation. The Judges must indicate the ideal trajectory and the location of additional obstacles.
- **8.6.2.** The Race Director is notified of the absence of Pilots from the briefing without permission and without a valid reason. Such Pilots are subject to penalties according to Appendix No. 2.

8.7. SIGNALING

- 8.7.1. In gymkhana, only two flags and/or light signals (if available) are used to signal Pilots and Officials on the track:

- **Red flag** – Cancellation of the run due to a hazard on the track or a false start. It is necessary to immediately reduce speed, proceed to the finish zone if it is safe, or stop on the track as instructed by an Official.
- **Green flag** – there are no obstacles on the track; the track is ready for the run.
- 8.7.2. If the participant ignores the light signal or the flag signal, the Race Director may refer the matter to the CSC.

8.8. START PROCEDURE

- 8.8.1. The start area is a restricted area where pilots in full gear and seated, strapped in the vehicle, await the invitation to the warm-up/start line.
- 8.8.2. The presence of any persons other than officials and pilots for the upcoming run is prohibited in the start area. Pilots are prohibited from leaving the vehicle without the permission of officials; they must be fully ready for the call to the start.
- 8.8.3. A warm-up zone is allocated near the start area. Only tire warm-up is allowed in this zone. The pilot enters the zone at the command of the judge; the tire warm-up time is no more than 1 minute from the time of the call. Preliminary tire warm-up at the pilot's discretion is allowed. At the command of the judge, the pilot must leave the warm-up zone and immediately proceed to the start line. Delay in the warm-up zone may be considered by the Race Director as a delay to the start of the run. Any technical maintenance and/or any other actions with the vehicle without additional permission from officials, as well as any stops while following from the warm-up zone to the start, may be considered a timeout or technical retirement.
- 8.8.4. The start line is at the beginning of the track and may be marked with an arch or cones.
- 8.8.5. The start for qualifying and paired runs at YDF stages is given using a start traffic light with automatic lighting of lights.
- 8.8.6. In the event of a traffic light failure during the runs, the start procedure may use flag signaling. One or two flags may be used to signal the start command. The flag signaling must be explained to the Participants at the relevant briefing.
- 8.8.7. Statements concerning the review of video recordings of alleged violations during the start procedure are accepted:
 - for the first run – before the start of the second heat run;
 - for the second run – before the announcement of the judges' decision on the heat results.

Protests against the decision of the fact judge of a false start are not accepted. If the Race Director confirms a non-recorded false start, the judges may assign a re-run if they consider that the false start affected the run result.

8.9. TRAINING

- 8.9.1. The Organizer is obliged to provide all participants with the opportunity for free or scheduled training on the competition track.
- 8.9.2. Only registered participants who have passed administrative checks are allowed to train.
- 8.9.3. Before the start of the training, the competition leader must organize a BRIEFING for the Participants, where the track diagram with the start and end of the EVALUATED SECTION must be presented. The BRIEFING is conducted by the Chief Judge of the competition.
- 8.9.4. The absence of external body kit elements (bumpers and skirts) is allowed during training. The presence of a hood and trunk lid is MANDATORY.
- 8.9.5. During training, participants must wear full gear and a helmet. At all times when the vehicle is on the track, the driver must be strapped in with seat belts.
- 8.9.6. During training, a team member may be present in the cabin provided they are strapped in with seat belts and wear a helmet. The passenger must use a helmet that meets the same requirements as the Pilot's helmet, closed shoes, and long socks, clothing made of dense natural fabric fully covering the torso, arms to the wrist, and legs to the shoes (e.g., loose jeans or sports pants, cotton t-shirt, and jacket/coat). The use of special flame-resistant suits is recommended.
- 8.9.7. The final placement of elements on the track is determined after training.

8.10. QUALIFICATION

- 8.10.1. Participants who have passed administrative and technical checks and participated in training are allowed to qualify.
- 8.10.2. The main objective of the qualifying runs is to determine the 32 best participants who will compete in the MAIN part of the competition. (If there are fewer participants, the Organizer has the right to admit 24 or 16 participants to the main part of the competition).
- 8.10.3. Qualification takes place on the competition track. Each participant is entitled to two scoring attempts. The Organizer may increase the number of attempts depending on the level of the pilots participating in the competition to three. The

Organizer must notify the Participants of the change in the number of attempts at the briefing before the start of the Qualification.

- 8.10.4. The judges identify for each scoring attempt the track obstacles that were knocked down or incorrectly passed to impose penalty time, which is added to the track completion time and entered into the overall qualification protocol (for more details on judging, see clause 10).
- 8.10.6. The Organizer must publish the qualification results on the information board or in a separate chat with the drivers within 30 minutes after the end of the qualification.
- 8.10.7. The pilot completes the qualification task alone; the presence of passengers in the Vehicle is prohibited.
- 8.10.8. To conduct qualifying runs, all Pilots are divided into Qualification groups of 5–10 people, depending on the total number of participants. The distribution takes place at the Briefing preceding the Qualification.
- 8.10.9. A driver who did not participate in any attempt of the group receives a "DNF" for that attempt.
- 8.10.10. The end of the group's qualification attempt is the judge's time for completing the track, considering the penalty time assigned to the last pilot of the group who completed their attempt. The second attempt of the group begins immediately after the first ends.
- 8.10.11. Participation of one Pilot in qualifying attempts in different groups is not allowed, except when the Pilot declares a qualifying timeout (Qualifying Timeout) before the end of the second attempt of their group and transfers their second attempt to the last Qualification group. The Pilot must notify the Race Director and the Judge with the participants.
- 8.10.12. If the weather conditions suddenly change, the Race Director may allow the Pilots to take one familiarization attempt and make adjustments to the suspension settings and tire replacement. The procedure for such an attempt is the same as for a qualifying run.
- 8.10.13. Eliminating technical defects (replacing damaged tires and minor modifications/repairs) during qualifying runs is allowed only in the interval between runs. The Pilot must be fully prepared (dressed and strapped in the Vehicle) for the qualifying run at the time of the start of the Pilot who is two positions ahead of them (according to the established order of runs). The Pilot must follow the instructions of the marshal at the start line. If the Pilot does not arrive in time for the qualifying run, they miss the qualifying run.

- 8.10.14. The absence of any body elements (bumpers, trunk lids, hoods, headlights, fenders, doors, windshields) is prohibited in qualifying runs. In the event of their destruction during the runs and the inability to restore them, the decision to allow the vehicle to continue competing is made by the Race Director based on the report of the Chief Scrutineer.
- 8.10.15. The transfer of the second attempt of the Qualification to another day is prohibited.
- 8.10.16. Replacing a Vehicle between Qualification attempts is prohibited.
- 8.10.17. The transfer of Qualification attempts to the second day for the Pilot is allowed by the decision of the CSC and the Race Director only for valid reasons (family circumstances, Vehicle malfunction, etc.); however, the Pilot must notify in advance.
- 8.10.18. The transfer of Qualification runs is allowed only to those participants who were present on the First day of the competition. The Race Director may allow the participant to qualify privately after discussing this with the Pilots.
- 8.10.19. If two or more Pilots have the same result in the best qualification attempt, the worst attempts are compared.
- 8.10.20. In the case of equality of the best and worst attempts of two or more Pilots, the higher place is taken by the Pilot who showed the best time in the best attempt on the first half of the track. If the above parameters are equal, the higher place is taken by the Pilot who showed the best time in the best attempt on the second half of the track. If the above parameters are equal, the procedure described above is applied to the worst attempt. If the results are the same for all the above parameters, the highest place in the qualification is taken by the Pilot who entered the track earlier for the Qualification attempt.
- 8.10.21. The best result of a group Pilot shown in the first or second Qualification attempt is considered their final result. If only one of the Qualification attempts was completed, the result of that attempt is taken into account.

8.11. PAIRED RUNS

- 8.11.1. Paired runs are the MAIN part of the competition. After the Qualification and the announcement of its results, training and warm-ups for Participants who did not make it to the TOP-32 are PROHIBITED, including their participation in the "G-Taxi," unless otherwise specified in the corresponding BRIEFING.

- 8.11.2. The thirty-two best participants based on the results of the solo qualification runs form the "TOP 32," where paired runs are held. Participants from the "TOP 32" form the paired runs bracket, in which the participant who took first place in the qualification competes with the participant who took thirty-second place. Thus, 16 paired runs are formed according to the principle "#1 versus #32," "#2 versus #31," "#3 versus #30," and so on (see the TOP-32 bracket scheme in Appendix No. 1). The 16 winners of each run advance to the "TOP 16," the 8 winners of each run advance to the "TOP 8," and the 4 winners of the 4 paired runs in the "TOP 8" (quarterfinals) advance to the next stage of the competition – the "TOP 4" (semifinals). In the "TOP 4" (semifinals), the 4 winners of the paired runs in the "TOP 8" form the next 2 paired runs. The 2 losers in the 2 paired runs of the "TOP 4" (semifinals) compete in a paired run for 3rd and 4th places. The winner of the paired run for 3rd and 4th places takes 3rd place in the competition. The loser in the paired run for 3rd and 4th places takes 4th place in the competition. The 2 winners of the 2 paired runs in the "TOP 4" (semifinals) advance to the next stage - the Final paired run for 1st and 2nd places. The winner of the final paired run takes 1st place in the competition. The loser in the final paired run takes 2nd place in the competition. When the start of paired runs is announced, the drivers' mechanics, in a number not exceeding 3 people, may be in the starting area of the vehicles to provide technical assistance to their Driver. All mechanics must wear clothing that maximally covers exposed skin, gloves, and sports shoes that allow easy movement.
- 8.11.3. All tandem runs must take place continuously until a winner of the competition is determined – this is important. A break may be scheduled between the TOP32 and TOP16 rounds. The first driver must appear at the start no later than 3 minutes after the previous participants leave the track, and the second driver must appear at the start no later than 3 minutes after the first driver arrives at the start.
- 8.11.4. If both drivers cannot maintain the interval for appearing at the start within 2 minutes of the previous pair finishing, the starter submits a corresponding request and justification to the judges to determine the possible waiting time (no more than 5 minutes). If after this time neither vehicle appears at the start, the judges decide on the winner based on previous achievements – the best time shown in the qualification.
- 8.11.5. Refusal to follow the instructions of the Start Judge, CHIEF JUDGE, Park-Stand Officer, or other officials of the competition by anyone in the pre-start zone of paired runs may lead to the disqualification of the participating driver. THE PRESENCE OF UNAUTHORIZED PERSONS IN THE PRE-START ZONE OF PAIRED RUNS IS STRICTLY PROHIBITED.
- 8.11.6. If the number of Participants is insufficient to form a full bracket for TOP32, TOP24, or TOP16 runs, the Organizer has the right, at their discretion, to create either an incomplete bracket or a bracket with fewer participants, as described in the Competition Regulations.

- 8.11.7. Tandem runs consist of Heats with two runs in each. The winner advances to the next level of the tournament bracket, while the loser is eliminated. In each Heat, the driver who ranked higher in the qualification always gets the right to choose which side of the track to start from.
- 8.11.8. The presence of passengers in the Vehicle is prohibited during paired runs.
- 8.11.9. If during the run the Vehicle stops on the track and cannot cross the finish line independently, the Race Director announces the end of the run and gives the command to release the evacuation service onto the track.
- 8.11.10. Each Pilot has the right to take "5 minutes" (Competition timeout) for vehicle repair, once during Qualification and once during Paired runs.
- 8.11.11. If the Driver/Representative decides to take a "5-minute timeout," they must notify the Judge in the presence of the participants no later than 3 minutes before the start of the first run of the Heat or within 1 minute before the second run of the Heat when the car is in the Hot Pit. If the car does not leave the Hot Pit within 1 minute, it is automatically considered to have taken the "5-minute timeout." If the "5-minute timeout" has already been used by the Driver earlier, they are declared to have a Technical Retirement. Before the runs of a Heat, repair work on the car during the Competition timeout is allowed to be carried out in their own garages/tents. Between the runs of a Heat, any work on the car can only be done in the Hot Pit/repair zone.
- 8.11.12. If a Driver, after crossing the finish line between the runs of a Heat, goes anywhere other than the Hot Pit/repair zone or the start, they are automatically considered to have failed to appear at the start, which is equivalent to a Technical Retirement, unless they notify the Judge in the presence of the participants.
- 8.11.13. The Race Director, at their discretion, may give extended time — 10 minutes — for preparing the vehicles for the runs for third place. The countdown starts from the moment the result of the previous Heat is announced. After 10 minutes, the Pilots participating in the run must proceed to the Pre-Start zone.
- 8.11.14. Within 3 minutes of the finish of the Heat for third place, both Pilots participating in the runs for first place must arrive at the start in full gear to participate in the finalist parade and act according to the instructions of the Officials. If after this time the Pilot has not arrived, the finalist parade is held without the late participant.
- 8.11.15. After the finalist parade, both participants return to the Repair Zone, and 3 minutes are timed. If by the end of this time the Pilot has not left for the Pre-Start zone, they are automatically declared to have Technically Withdrawn.
- 8.11.16. Between the first and second runs of a Heat, it is prohibited to change the vehicle's tires or adjust the suspension settings, except in special cases.
- 8.11.17. If the Pilot/Representative identifies tire damage, the Pilot may use "5 minutes" to replace them (provided that these 5 minutes have not yet been used). Any work on the Vehicle is allowed within these 5 minutes.
- 8.11.18. If the Pilot/Representative decides to replace damaged tires between runs, they must immediately notify the Judge with the participants. In this case, the second

Pilot receives an additional "5 minutes" in the current Heat, which can only be used for tire replacement and/or checking and/or changing the pressure, etc.

- 8.11.19. All assigned re-runs (OMT/"One more time") are held at the end of the Round in the order of their assignment.
- 8.11.20. Any Pilot may request to move their pair's run to the end of the tournament bracket if the following conditions are met:
 - the transfer is possible only in TOP-32, TOP-16, and TOP-8;
 - it is necessary to obtain the consent of their opponent in the pair.
- 8.11.21. If more than one pair's transfer is agreed upon, they are moved to the end of the bracket in the order they were in the original TOP-32 (or TOP-16, TOP-8) bracket.

8.12. G-TAXI

- **8.12.1.** Taking into account the interest of spectators and competition enthusiasts in participating in runs as the second driver (passenger) in participants' cars, the competition organizer has the right to allow such runs, subject to the mandatory fulfillment of specific requirements for their conduct.
- **8.12.2.** The Chief Scrutineer, Chief Judge, or Race Director have the right to disallow Participants from G-taxi if they are not confident in the Participant's sufficient skill or the technical equipment of their vehicle.
- **8.12.3.** Drivers and vehicles for conducting "G-Taxi" are selected from among the active competition participants. Special attention is paid to ensuring passenger safety, properly considering both the driver's preparation and the vehicle's readiness.
- **8.12.4.** The Chief Judge or Race Director have the right to allow participants who did not qualify if the number of spectators wishing to participate is too large. However, this should not interfere with the Participants' training.
- **8.12.5.** The "G-Taxi" passenger must undergo appropriate safety instructions and wear a full-face helmet.
- **8.12.6.** Passengers allowed to participate in G-taxi must be able to safely fit in the car seat with seat belts fastened.

9. "5 MINUTES," "FIVE-MINUTE BREAK," "COMPETITION TIMEOUT"

- 9.1. For the safety of the competition, the Participant or their Representative may request a "Five-Minute Break"/"5 minutes" (Competition Timeout) to carry out repairs. The "Five-Minute Break" is not intended for strategic purposes.

- 9.2. The duration of the "Five-Minute Break" must not exceed 5 (five) minutes. Each participant may request only one "Five-Minute Break" per Round, starting from the TOP-32. The "Five-Minute Break" cannot be requested during practice runs. During qualification runs, "5 minutes" can only be requested once.
- 9.3. After requesting a "Five-Minute Break," no Team member or Pilot may begin repairing the Vehicle until an Official announces the start of the "Five-Minute Break."
- 9.4. Once the "Five-Minute Break" begins, all repairs must be completed within 5 (five) minutes, and the Vehicle must be ready to continue the competition. An Official may require an inspection of the vehicle to verify its functionality and safety after the "Five-Minute Break" ends. A Participant who fails to complete the necessary repairs within the allotted five minutes is considered to have lost the run to their opponent.
- 9.5. Only the designated Representative or Pilot may request a "Five-Minute Break." The "Five-Minute Break" can only be requested from the Chief Scrutineer or Technical Delegate, but in certain circumstances, the Race Director and/or Race Director may authorize a "Five-Minute Break" in consultation with the Chief Scrutineer or Technical Delegate.
- 9.6. In the event of tire unseating or tire/rim damage, the Race Director may authorize a tire change in consultation with the Chief Scrutineer. Otherwise, tire changes during the "Five-Minute Break" will not be permitted, and the vehicle must complete both runs of the Heat on the same set of tires. The use of tires deemed damaged is prohibited.
- 9.7. Repair work within the "Five-Minute Break" is carried out only in the Hot Pit zone unless otherwise announced during the briefing.
- 9.8. At the end of the "Five-Minute Break," the Pilot must begin moving to demonstrate the Vehicle's readiness. If movement (starting to leave the repair area) does not occur, a Technical Withdrawal is declared.

10. JUDGING

10.1. JUDGING OF QUALIFICATION (SOLO) RUNS

- **10.1.1.** During Qualification, the driver must drive the evaluated section exactly according to the trajectory specified in the Judging Assignment for Qualification, without touching the obstacles placed on the track, except where it is specified in the judging assignment.
- **10.1.2.** The results of the pilots in qualification are evaluated based on three main criteria:
 - Time to complete the track

- Adherence to the trajectory
- Adherence to controlled drift
- Number of knocked-down/not knocked-down elements

For each knocked-down or touched element, the Judges of Fact may add from **2 seconds to 3 seconds**.

If the assignment requires knocking down an element on the track (e.g., a suspended ball), and the Pilot fails to fulfill the assignment, the Judges of Fact may add from **2 seconds to 5 seconds**.

For incorrect trajectory execution (cutting the trajectory, (if it is not specified in the assignment as a Joker/Shortcut) ignoring obstacle passages, etc.), the Judges of Fact may add additional penalty time from **2 seconds to 5 seconds**.

Throughout the entire run, the driver must maintain the car in a controlled drift, including while navigating between obstacles, except for the acceleration section specified in the assignment, which is further detailed by the Race Director in the briefing. A penalty is imposed for violating the "drift mode" according to Appendix No. 2.

For a gross violation of track completion, the Participant's run may be annulled.

A more detailed description of penalties during the run should be explained by the Judges to the pilots during the Briefing before Qualification.

10.1.3. The recommended scoring system is as follows: Each run consists of two passes. The first scoring pass is where the Pilot completes the run on one side of the track, performing the judging assignment on the evaluated section. They must do this in the shortest possible time while maintaining control of the drift, adhering to the track trajectory, and avoiding obstacles.

The second scoring pass takes place on the other half of the track.

The result of the qualification attempt is determined based on the two passes, summing the times of the passes on each half of the track, taking into account penalty seconds.

10.1.4. For determining the results of the qualification, the best time achieved by each driver in the qualifying (single) runs is considered. In the case of a tie between two or more drivers, refer to point 8.10.20 of this Regulation.

10.1.8. The Organizer has the right to impose both penalties and rewards by setting tasks for the drivers, through which they can receive a deduction of up to one second from their main time, but not more. Such a task must be clearly indicated on the track map and announced during the briefing.

10.1.9. When publishing and presenting the track map during the briefing, the Organizer may offer an alternative trajectory (Joker/Shortcut) for the participants with a more challenging task but providing a time advantage on the track. The number of Jokers/Shortcuts allowed on each half of the track is limited to one. The alternative trajectory must be clearly indicated on the track map and explained during the briefing.

10.1.10. In tandem runs, a special task called "Frame-up"/"Trick" may be placed on the track, which, if executed, allows the driver to assign a penalty time of up to one second to their opponent. The number of Frame-ups on each half of the track is limited to one. The Frame-up must be located on the track's trajectory, and its task must be detailed during the briefing. Frame-ups are not used during Qualification.

10.2. PAIRED RUNS

10.2.1. A paired run (Heat) is a competition in which two vehicles pass the Evaluated section parallel to each other on different sides of the track. The Participants' task is to drive their half of the track as quickly as possible, following the trajectory and avoiding all obstacles.

10.2.2. For each pair, a series of two runs is conducted:

- The first scoring run, in which one pilot completes the run on their side of the track, performing the judging assignment on the evaluated section. They must do this in the shortest possible time while maintaining control of the drift, adhering to the track trajectory, and avoiding obstacles. The other pilot performs the same actions in parallel on the other side of the track.
- The second scoring run, in which the pilots switch sides of the track. Upon completion of this series of runs (HEAT), the winner of the series is determined by who has the better time based on the results of the two runs, taking into account penalty seconds.

10.2.3. In the event of a tie in times during a series of runs, a runoff consisting of two runs will be assigned. No more than two series of runoffs may be assigned. If a winner is not determined after the runoffs, the driver who ranked higher in the Qualification is declared the winner.

10.2.4. If, during the first run, one of the cars fails to complete the run or misses the track trajectory, thus nullifying their result, and during the second run, their opponent does the same, a full Heat runoff may be assigned because both drivers failed to show a combined time for both halves of the track. In exceptional cases, the Race Director may decide to validate the result based on a single run. In such a case, the victory is awarded to the participant who achieved the better time in their run.

10.3. JUDGES OF FACT

- **10.3.1.** Each run is evaluated by the Judges of Fact. The evaluation is conducted based on the criteria described in section **10.1**. The Judges of Fact are the only individuals who can advise the pilot on the interpretation of judging criteria within the framework of their judging assignment. Judging assignments must be approved by the **CSC** (or by the Race Director in the absence of a **CSC**).
- **10.3.2.** The general criteria for evaluation and the procedure for assigning penalty seconds must be described in the Competition Regulations. The judging assignment for each stage must be published before the start of the qualification and explained at the participants' briefing. If necessary, the judges may make adjustments to the judging assignment for paired runs, which must be published and explained to the participants before the paired runs begin.
- **10.3.3.** The main mistakes of the pilot, for which they receive a "DNF" score for the run, are:
 - Complete stop without crossing the finish line;
 - Leaving the track with all four wheels;
 - Gross violation of the track trajectory.

The Judges of Fact may identify other mistakes and violations that are evaluated as "DNF." All these parameters must be clearly described in the Judging Assignments.

- **10.3.4.** While meeting all necessary safety requirements, the Evaluated section and Judging assignments should primarily adhere to the principles of spectacle.
- **10.3.5.** The starting procedure must be detailed in the Competition Regulations.
- **10.3.6.** A false start is considered as:
 - Starting to move before the start signal is given;
 - Knocking down a cone at the starting line.

For a false start, the Participant receives a Warning. No more than **2 Warnings** can be received in one run. In the case of a **3rd Warning** in this run, the Pilot receives a "DNF".

- **10.3.7. The work of the Judges of Fact:**
 - **10.3.7.1.** The competition organizer must provide a convenient place for the Judges of Fact to work. This place should have a clear view of at least the entire evaluated section and should be located at the highest possible point relative to the track surface to ensure the correct viewing angle. If this requirement is not feasible, video recording with the ability for the Judges of Fact to promptly review it must be provided.

- **10.3.7.2.** Telemetry readings or a stopwatch may be used to evaluate runs.
- **10.3.7.3.** Protests are accepted according to the Regulations exclusively through the Pit Service Officer or the Participants' Liaison Officer. A Participant or their representative who directly approaches the Judges of Fact during Paired runs is disqualified from the competition.

10.4. JUDGING SCORES AND PENALTIES

- **10.4.1.** Any violation of the regulatory documents by any participant (Applicant, Pilot, Representative, mechanic, spotter, or other competition participant) must be reported to the **CSC**, who has the authority to investigate the incident and penalize the participant according to the Penalty Table provided in Appendix No. 2 of these Regulations.
- **10.4.2.** Types of penalties:
 - Warning;
 - Fine;
 - Disqualification.
- **10.4.3.** The Organizer has the right to impose a "deferred fine" after the completion of the stage, based on photos, videos, and other materials discovered after the stage has concluded. The Pilot must pay the "deferred fine" at registration for the next stage.
- **10.4.4.** The rules for a deferred fine apply to all points listed in the Penalty Table (Appendix No. 2 of the YDF Regulations), except for refusal to start, disqualification, and exclusion.
- **10.4.5.** Any fine must be paid within the period specified in the decision.
- **10.4.6.** All pilots are required to strictly comply with the laws regarding alcohol and prohibited substances in effect in the UAE and the rules outlined in the competition documents. If there is suspicion that a pilot is driving under the influence, the pilot may be directed to undergo a medical examination and submit the appropriate tests. The YDF Organizer reserves the right to conduct checks for alcohol concentration in the breath or other prohibited substances in any participant at any time during the competition. In the event of a positive test result for alcohol or other prohibited substances, the cost of the tests will be reimbursed by the participant. Refusal to undergo such a test will result in a refusal to start or exclusion from the competition.
- **10.4.7.** The Race Director may order the pilot or members of their team to undergo an alcohol or drug test at any time during the event.

11. PROTESTS AND APPEALS

A protest must be justified, reasonable, and supported by substantial arguments. Protests related to the submission of applications and the admission of Pilots and Vehicles to the competition can be filed at any time before the publication of the final results.

A participant has the right to request an oral explanation from the competition organizers regarding a particular situation related either to the admission of their vehicle or to the results of qualification or paired runs, but only after the race is over. For this, they must contact only the Participants' Liaison Officer. When considering protests, data and video recordings obtained from external sources may not be considered.

11.1. FILING A PROTEST

11.1.1. Only participants have the right to submit a protest. Multiple participants cannot file a joint protest. A participant wishing to file a protest against more than one competitor must submit as many protests as there are participants involved in the relevant action.

11.1.2. Each protest must be submitted in writing. The protest must specify which provisions of the regulatory documents were violated.

11.1.3. The protest text must be written in English and submitted in writing, accompanied by the protest fee within the specified timeframe, with confirmation provided to the Race Director or Stewards. Protests that do not follow this procedure will be rejected.

11.1.4. Each protest at the Competition must be submitted in accordance with Chapter 10 of EMSO and accompanied by a fee of 2,000 AED, which is payable to EMSO.

11.1.5. The protest must be submitted within 30 minutes after the publication of the preliminary results.

11.2. PROTEST REVIEW

11.2.1. The Race Director or Stewards review all submitted protests and make a decision as soon as possible. At the end of the event, the award ceremony may take place based on the preliminary results, regardless of whether the COC is still reviewing a matter that may affect the final result.

11.2.2. If any protest or appeal requires the disassembly and reassembly of various parts of the vehicle, the claimant must pay an additional deposit of 12,000 dirhams per part if the protest concerns a specific part of the vehicle (engine, transmission, steering, braking system, electrical installation, bodywork, etc.).

11.2.3. If the protest is upheld, the protest fee is refunded, but the additional deposit is not. If the protest is rejected, the protest fee is not refunded.

11.2.4. In the event that a participant's protest is unsuccessful, the stewards or members of the competition jury must inform the participant of their right to appeal and the proper procedure for doing so. If the participant wishes to appeal, they must immediately notify the stewards or members of the competition jury of their intention in writing, accompanied by an appeal fee of 7,500 dirhams.

1.3. APPEAL

1.3.1. The only grounds for filing an appeal against the decision of the competition stewards or the stewards/members of the championship jury are a gross miscarriage of justice or the imposition of an entirely disproportionate penalty for a rules violation.

1.3.2. Notice of intention to appeal: A written notice of intent to appeal a decision of the competition stewards, accompanied by a payment of 7,500 dirhams, must be submitted to the competition secretary, the Race Director, or their deputies within 30 minutes after the first notification of the decision. If the concerned party is not present at the hearing, the decision must be sent to them by first-class mail, and any notice of intent to appeal, along with the payment, must be received by the competition secretary no later than seven (7) days from the date of dispatch. A copy of such a notice of intent must be sent to EMSO at the same time via email to bryan@emso.ae.

1.3.3. The right to appeal against the decision of the stewards or members of the competition jury or the stewards/jury of the championship to the National Appeal Court is granted only to a person or body who was a party to the process in which the contested decision was made, and in accordance with provision 1.3.3 of this NSC. The right of appeal for third parties is not provided.

1.3.4. Any participant or competitor has the right to appeal to the competition stewards against any penalty or decision issued by the Race Director or another official of the competition, except in cases where these rules state that the right to appeal is absent.

1.3.5. The stewards or members of the competition jury must consider any appeal as soon as possible. All parties must be notified of the hearing. They have the right to call witnesses but must present their arguments in person. Lawyers are not allowed to be present at any hearing of the stewards or members of the jury. The parties and their witnesses must be given the opportunity to be heard. In the absence of any party or their witnesses, the stewards or members of the jury may make a decision provided that they are confident that any interested party knows the time and place of the hearing or has left the event. If a decision cannot be made immediately after the hearing, all parties must be informed of the time and place when the decision will be announced.

1.3.6. If the appeal is successful, the appeal fee is refunded to the participant.

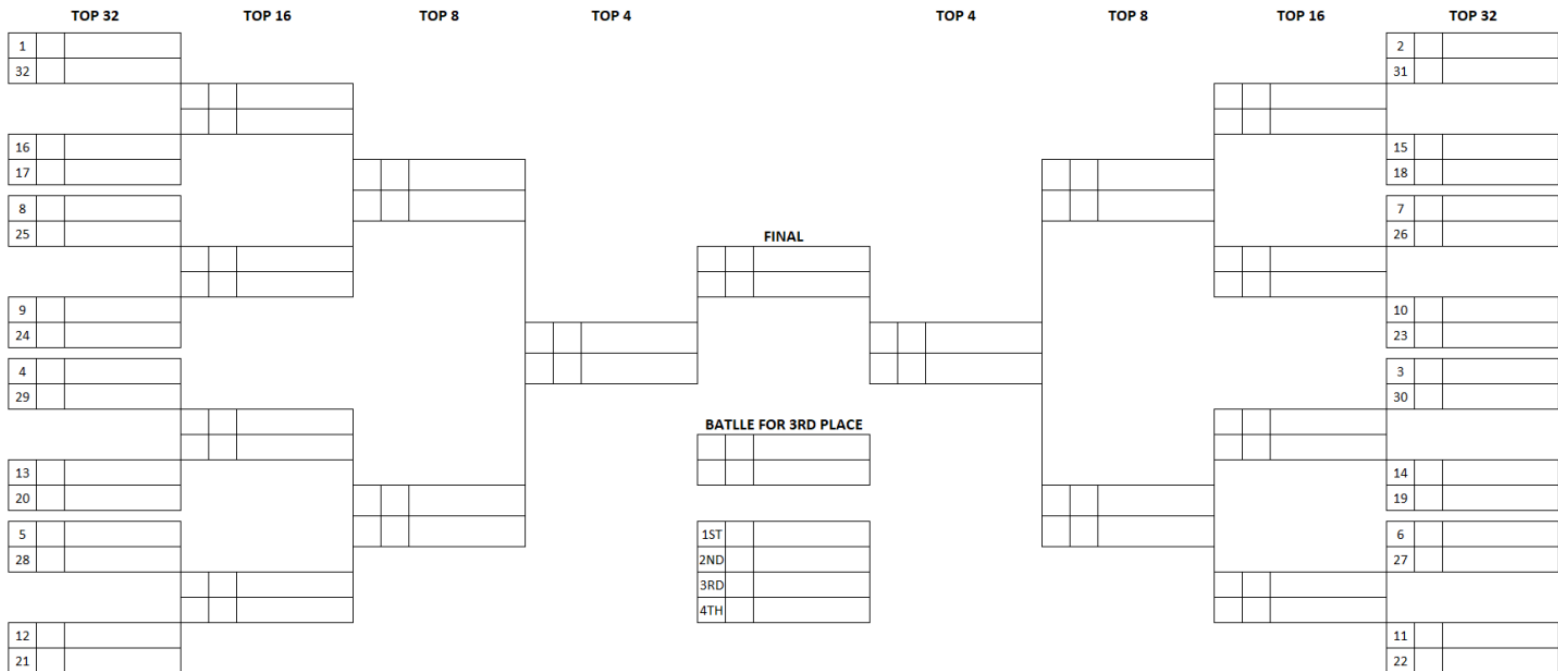
1.3.7. The appeal procedure is carried out in accordance with the procedure described in Chapter 10 of EMSO.

12. PRESS ACCREDITATION

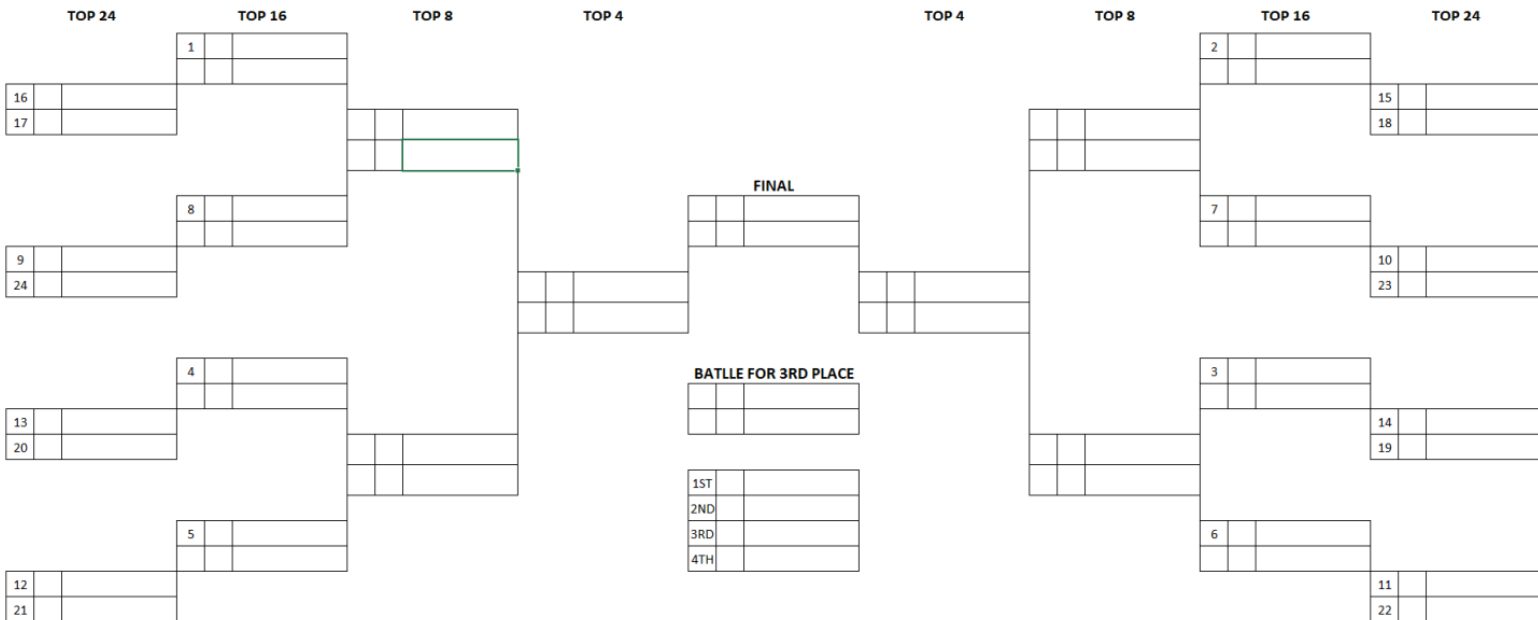
- **12.1.** Representatives of Participants, media representatives, and other individuals wishing to conduct photo and video shooting and/or other coverage of the event must contact the Organizer for the appropriate accreditation. The rules and application form for accreditation are published on the Organizer's official website no less than 15 days before the event date.
- **12.2.** Accreditation may be granted to individuals over 18 years of age. The Organizer has the right to refuse accreditation without explanation. Accreditation is considered valid only after confirmation at the event's press center and completion of the safety briefing.
- **12.3.** Accredited individuals must comply with the event's conduct rules, safety requirements, and rules for using and publishing photos, videos, and other materials related to the event.
- **12.4.** Accredited individuals receive access to the event, the service park, the press center, and designated points on the track, specified individually by the organizer for each competition stage. The Organizer reserves the right to obtain copies of all materials collected during the event and to use them at their discretion. Violation of any of the accreditation rules may result in its termination and denial of access to the event.
- **12.5.** All Accredited individuals must carry and wear a high-visibility vest identifying them on the track throughout the Competition.

APPENDIX No. 1 — TOURNAMENT BRACKET TEMPLATE

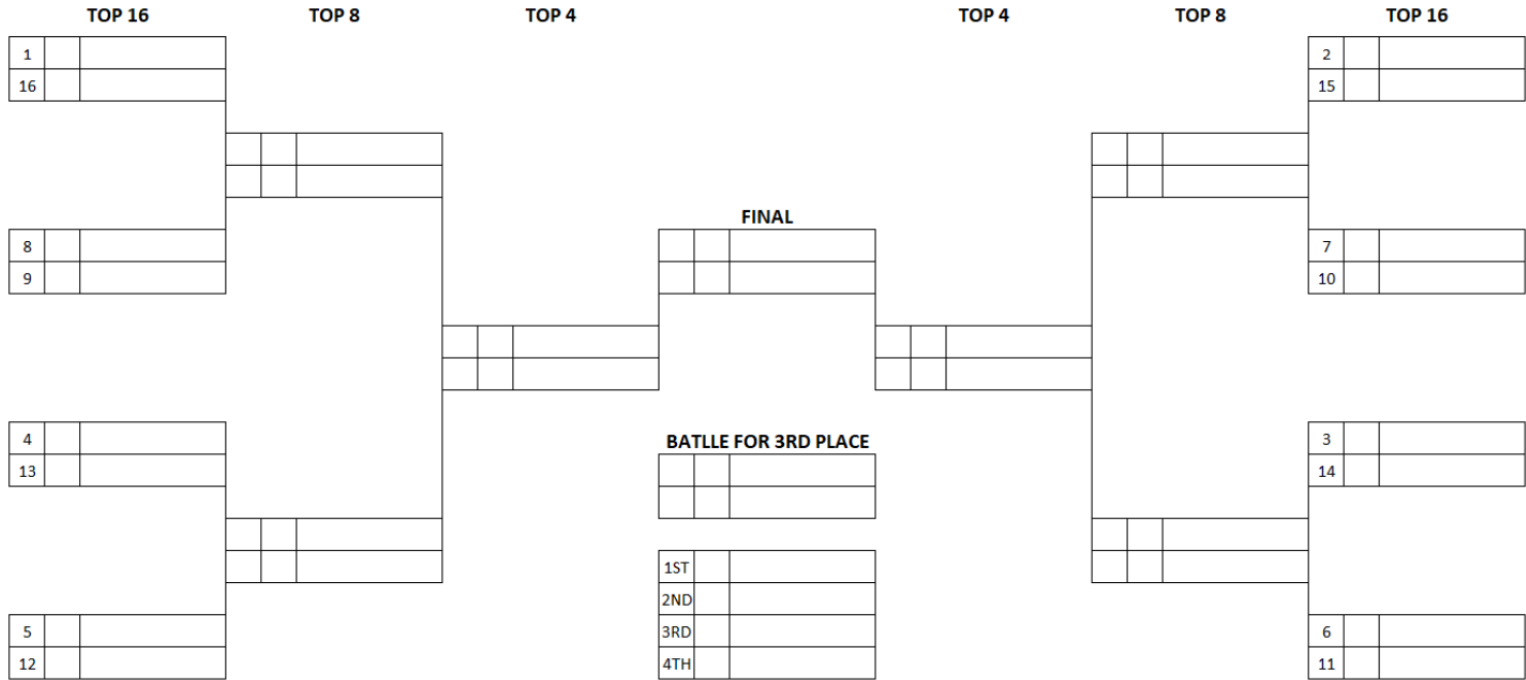
TOP-32 Tournament Bracket



TOP-24 Tournament Bracket



TOP-16 Tournament Bracket



APPENDIX No. 2 — PENALTIES

The table is for reference only. The listed penalties may be applied by the Collegiate of Sports Commissioners or, in the absence of the CSC, by the Race Director at their discretion, depending on the specific situation. All fines must be paid through EMSO.

Violation	Sanction	Organizer's Fine
Violation of technical compliance with the Semi-Pro class	Penalty Disqualification	20000 AED
Failure to pass Administrative and/or Technical Inspection	Start refusal	
Drifting on the track outside the evaluated section (at the Stage)		
- 1st offense	Warning	150 AED
- 2nd offense	Penalty	
- 3rd offense	Exclusion	

Violation	Sanction	Organizer's Fine
Refusal to pay the fine	Exclusion	
Non-compliance with flag signaling and/or instructions from judges		150
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Intentional driving in the opposite direction on the track		300
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Absence or delay of the Driver at the Briefing	Penalty	150
Exceeding the allowable speed in the Service Park		150
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Drifting in the Service Park		300
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Training in unauthorized areas, including paddocks		300
- 1st offense	Warning	
- 2nd offense	Penalty	

Violation	Sanction	Organizer's Fine
- 3rd offense	Exclusion	
Violation of branding requirements	Refusal to conduct TI	
Unauthorized actions related to sampling, promotional activities, distribution of advertising materials, products from partners or sponsors to guests (spectators, other participants, organizer staff)	Penalty	2000
Damage to equipment, barriers, posts, or other track infrastructure by the Applicant or their staff	Compensation for damage	
Entry of Applicant's vehicles into the Service Park or other restricted zones without proper passes, and entry of persons into specified zones without proper passes	Penalty	150
Transfer of Pilot's and team's wristband/badge to third parties		500 (for each person)
- 1st offense	Warning	
- 2nd and subsequent offenses	Penalty	
Non-compliance of tires during Qualification and Pair Runs		300
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Refusal to remove mandatory advertising	Penalty	1500
Smoking in the Service Park by the Pilot or any team member		150
- 1st offense	Warning	
- 2nd and subsequent offenses	Penalty	
Consumption of alcoholic beverages by the Pilot	Exclusion	

Violation	Sanction	Organizer's Fine
Consumption of alcoholic beverages in the Service Park by team members (mechanics, spotters, guests, team representatives, etc.)		1500
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Aggressive behavior towards Judges of Fact, Official Persons, Judges, Marshals		500
- 1st offense	Warning	
- 2nd offense	Penalty	
- 3rd offense	Exclusion	
Disputes with Judges of Fact	Exclusion	
Late start	+5 sec	
False start		
- 1st offense	Warning	
- 2nd offense	+5 sec	
Knocked down pole or displaced limiter, including those marking the start (finish) line	+2 sec for each	
Falling or shifting of limiters on figures	+2 sec for each	
Incomplete run in figures	+5 sec	
Uncorrected distance violation, non-compliance (ignoring) with figure	+20 sec. With systematic violations up to run annulment	
Straightening/Driving without drift (except in allowed zones)	from +1 second to +20 seconds depending on the disregard of the task	

Violation	Sanction	Organizer's Fine
Ignoring flag signaling and judges' requirements, unsportsmanlike, unsafe behavior, other violations	Decision of the sports commissioner up to exclusion	



APPENDIX No. 3

(to be designated separately for each competition)



APPENDIX No. 4

TECHNICAL REQUIREMENTS for passenger cars participating in Gymkhana competitions.

1. DEFINITIONS

1.1. Vehicle A completely original passenger car from a series produced by the manufacturer, not subjected to any modifications relative to its condition upon delivery from the manufacturer, and which has received a certificate of "vehicle type approval" for operation on public roads.

1.2. Car A sports apparatus manufactured through modifications of the Base Vehicle permitted by these Technical Requirements and fully prepared for participation in Competitions. In other words, the car in the condition in which it is presented for Technical Inspection and participates in Competitions.

1.3. Free (unrestricted) A part may be processed, modified, replaced, or removed entirely or partially. Full freedom also applies to materials, shape, and quantity.

1.4. Original / Original Source Terms meaning that the given car, its unit, or part—whether or not subjected to any subsequent refinement—are identifiable according to the manufacturer's engineer documentation or by comparison with the corresponding standard product, independently purchased through the retail network (at the expense of the Participant whose car is being inspected). In this case, both original products (installed by the car manufacturer as a component unit) and spare parts recommended for installation (replacement) by the car manufacturer are allowed. The last sentence mainly refers to consumables and items like filters, spark plugs, belts, etc.

1.5. Interchangeability A term meaning that a non-original element installed on the car retains the original mounts and connection dimensions, as well as the original location on the car. This term also means that the original element can be reinstalled in place of the modified one, and the car and its corresponding system (engine, suspension, etc.) will operate in standard mode.

1.6. Dangerous Construction Given that even with formal compliance of the car to these Requirements, there remains the possibility of technical solutions that pose a danger to the Driver and others, the Chief Scrutineer or Technical Delegate Commission has the right to prohibit a particular car from participating in the competition if they consider the construction of this car or any of its elements dangerous. Making the final decision on this issue at competitions is the prerogative of the Chief Scrutineer with Race Director.

1.7. Material

Steel, aluminum, or plastic, etc. Alloying components do not matter.

1.8. Sprung Parts of the Car

All parts of the car damped relative to the road by the wheel suspension; in other words, relative to the wheels—all parts located beyond the points and axes of rotation of the suspension components.

1.9. Chassis

The load-bearing structure of the car around which mechanical components and the body are assembled, including any part of the specified structure.

1.10. Body

Outside: All sprung parts of the car washed by the airflow.

Inside: Passenger compartment and trunk.

Body types are divided into the following:

1. Fully closed body
2. Fully open body
3. Convertible body with a retractable (folding) roof or with a removable hardtop.

1.11. Seat

Two surfaces forming the seat cushion and the backrest.

Seat backrest: The surface extending upward from the base of the spine of a normally seated person.

Seat cushion: The surface extending forward from the base of the spine of a normally seated person.

1.12. Passenger Compartment (Cockpit)

The structural internal volume where the driver and passengers are located.

1.13. Hood

The external part of the body structure that opens to provide access to the engine.

1.14. Fender

The fender is the area defined according to Figure 3-1.

Front Fender

An area washed by the airflow, defined by: the inner surface of the standard car's complete wheel (C1/C1), the front edge of the front door (B1/B1), and located below the

plane parallel to the door sills and touching the lower corners of the visible part of the windshield (A1/A1).

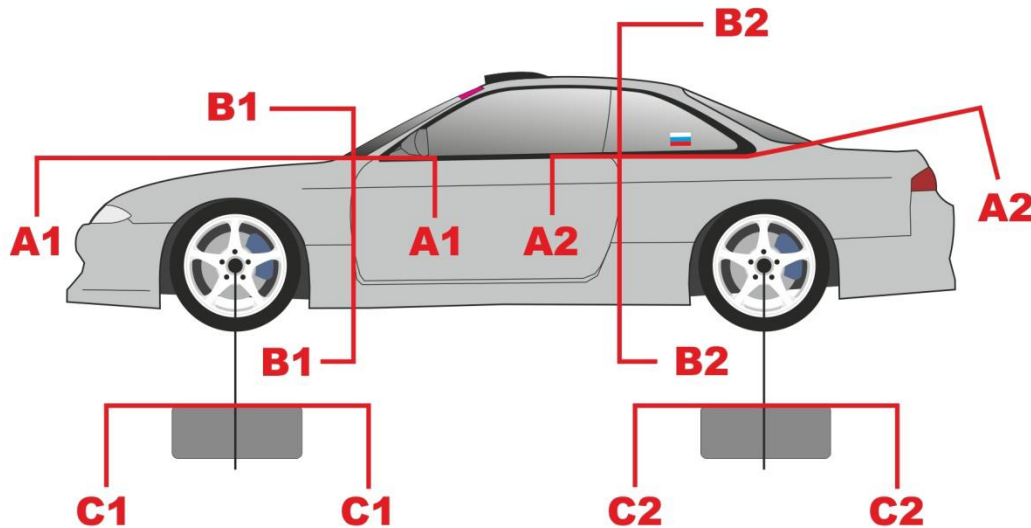


Figure 3-1

Rear Fender

An area washed by the airflow, defined by the inner surface of the standard car's complete wheel (C2/C2), the front edge of the rear side door (B2/B2), located below the lower edge of the visible part of the rear side door window, below the tangent to the lower edge of the visible part of the rear window and the lower rear corner of the lower part of the rear door side window (A2/A2).

In the case of three-door cars, (B1/B1) and (B2/B2) are defined by the front and rear parts of the same door.

1.15. Shock Absorber

A device for damping mechanical vibrations of elastic systems.

1.16. Exhaust Gas System (EGS)

The system through which exhaust gases are discharged from the engine, including all elements from the connections with the cylinder heads to the openings through which the exhaust gases exit into the atmosphere, namely: exhaust manifolds, catalytic converters, resonators, mufflers, and pipes.

1.17. Hydraulic Shock Absorber

A shock absorber that dampens vibrations due to the hydraulic (viscous) resistance of the fluid contained within it.

1.18. Gas-Filled Shock Absorber

A hydraulic shock absorber in which the volume not occupied by fluid is filled with compressed gas.

1.19. Steering System

All elements from the steering wheel to the outer tie rod ends inclusive, intended for turning the steered wheels (relative to the kingpin axis), including their mounts and servomechanisms.

1.20. Duration and Procedure for Amending These Requirements

These Technical Requirements are introduced for a minimum period of one year, after which their validity may be extended. In certain cases (e.g., in case of obvious inconveniences when applying any technical solution stipulated by the Requirements that does not affect the safety and performance characteristics of the car; when changing the supply specifications of individual components and spare parts; etc.) changes can be made by introducing a bulletin.

In special cases, individual changes and additions concerning safety may be put into effect immediately after publication. In this case, the nature of the changes is such that the corresponding modification of the car is practically feasible by Participants within the established time frames or is ensured through the technical support of the Organizer.

2. PARTICIPANTS' CARS

2.1. The Semi-Pro and Pro classes are allowed for passenger cars of serial production with internal combustion engines, prepared in accordance with these "Technical Requirements for passenger cars participating in gymkhana competitions" (hereinafter referred to as TR). Body cars with enclosed wheels, hood, radiator grille, and windshield are permitted. Coupes, sedans, hatchbacks, roadsters, pickups, station wagons, and convertibles are allowed if such were the base vehicles.

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

* Modifications made to cars that result in 100% rear-wheel drive are allowed.

* Cars whose drive has been changed to rear-wheel drive using electronic devices (all-wheel-drive controllers) are not allowed to participate.

2.3. Sports prototypes and vehicles with space frames are not allowed to participate in the competitions.

2.4. The Last Name, initials, and national flag of the Driver must be applied to the rear side windows of the Car. Letter color on the glass: white on a transparent background. The surname and initials of the Driver must be applied to the Car as indicated in the driver's License in Russian or English, identically on both sides of the Car; the letter height must be at least 30 mm.

3. SAFETY REQUIREMENTS

3.1. It is recommended that the car be equipped with any type of safety cage. Convertibles must have minimum 4 pt roll cage installed.

3.2. Front seats may be replaced with seats that have enhanced lateral support or with sports-type seats (seats without a recline adjustment function, with enhanced lateral support). Removal of the front passenger seat is allowed. In cars equipped with a welded-in safety cage, it is mandatory to replace the front seats with sports-type seats with valid or expired FIA homologation (Standard 8855/1999 or 8862/2009).

3.3. The car must be equipped with seat belts in good working condition for each seat. The use of factory-designed seat belts is allowed only if the factory driver's/passenger's seat is present. When installing a seat (or seats) not provided by the factory design (e.g., a sports seat with enhanced lateral support), the use of sports multi-point seat belts is mandatory.

3.4. In places where parts of the driver's body may come into contact with the safety cage, it is recommended to use non-flammable padding on the cage for protection.

3.5. The car's cabin must be separated from the engine compartment and fuel tank, including its filler pipe and neck, by partitions made of non-combustible material impermeable to liquids and flames. In this case, the firewall may be modified using material with characteristics no worse than the factory's.

3.6. It is recommended to use a master electrical switch that prevents spark formation. The switch must simultaneously disconnect all electrical circuits: battery, generator, headlights, horn, ignition, other electrical devices, etc. The driver, normally seated and secured with seat belts, must have access to this switch.

3.7. The use of a functioning external control for the electrical switch is recommended. The external control should be installed under the windshield or on any external body part of the car. Minimal necessary modification of the body is allowed for its placement. The external control must be marked with a red lightning bolt in a blue triangle with a white border. Each side of the triangle must be at least 12 centimeters long.

3.8. Leakage of any fluids or fuels and lubricants from the car is not allowed.

3.9. Installation of video and photo equipment in the car's cabin must be coordinated with the Chief Scrutineer and ensure safe mounting.

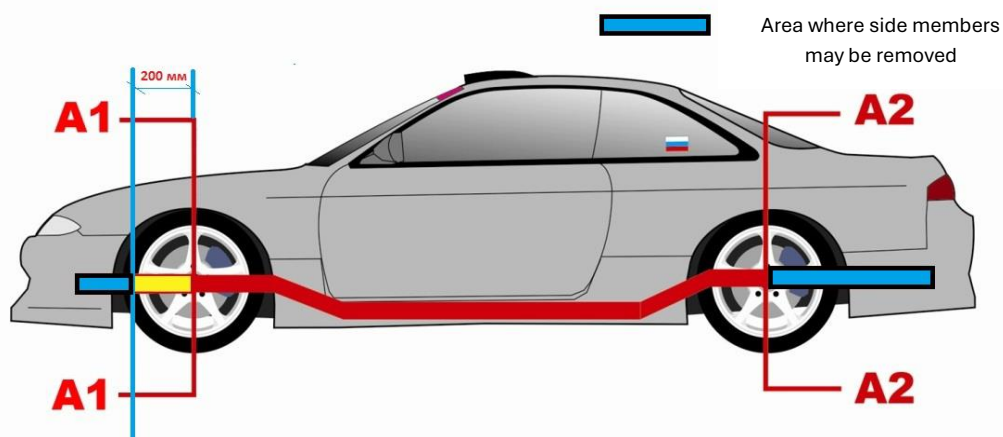
3.10. During classified runs (Qualification, Tandem runs), it is prohibited to slightly open or open the side windows of the car unless a special protective net or arm restraint system is used. When using such systems, the helmet must be of a closed type with the visor down.

4. ALLOWABLE MODIFICATIONS TO THE CAR BODY

4.1. The door opening and closing mechanisms must be in good working order and correspond to the serial factory design. The removal of the standard hood lock is permitted if external hood fasteners are installed to prevent spontaneous opening of the hood while driving.

4.2. It is prohibited to remove and lighten the load-bearing elements of the body. Strengthening the body with material adjacent to it and repeating its shape without changing the external appearance is allowed; however, the manufacture of engine, transmission, and suspension mounting brackets may deviate from these requirements. Modification of the body is allowed for organizing rear-wheel drive. When modifying panels and elements of the load-bearing body, new parts must be made of steel with a thickness of at least 0.8 mm.

4.3. It is allowed to replace part of the load-bearing elements of the body (rear and front side members) with a free construction that ensures the rigidity of the body, in accordance with Figure 3-2 (the part located beyond the axes A1-A1 and A2-A2):



4.4. The replacement of any attached panels with lighter ones (made of plastic, carbon fiber, or other composite materials) is permitted.

4.5. The use of only the original windshield (provided by the manufacturer) is mandatory. It is POSSIBLE to use a polycarbonate windshield specially factory-made for a specific car.

4.6. The installation of side and rear windows made of polycarbonate with a minimum thickness of at least 3 mm is allowed. It is recommended to glue them in or install

appropriate seals. The removal of the standard window lifting mechanism is permitted, provided that the glass is replaced with another made of polycarbonate.

4.7. Front headlights, rear position lights, and brake lights must function properly. Replacement of the original headlights and lamps is allowed. The replaced lighting devices must have equivalent brightness. The location of the replaced lighting devices must be standard; rear lights are allowed to be installed in the cockpit behind the rear window.

4.8. All wheels must be securely fastened with wheel nuts/bolts. The presence of loose or broken wheel studs is unacceptable.

4.9. In qualifying and tandem runs, the absence of one or more external body elements such as front and rear fenders, hood, trunk lid, doors, windows, and bumpers is not allowed. During training runs, driving without bumpers and side skirts is permitted.

4.10. When viewed from above, the rear wheels must be effectively covered by fenders over at least the entire width of the working surface of the tire.

4.11. Exterior rearview mirrors may be replaced with non-original ones. Removal of rearview mirrors is prohibited.

4.12. Wings and spoilers are unrestricted.

4.13. Towing Eyes

4.13.1. Towing eyes must be provided at the front and rear.

4.13.2. The towing eyes must withstand a force sufficient to tow a freely rolling car.

4.13.3. Standard towing eyes may be replaced with others, including reinforced ones. The use of flexible towing eyes (made of cables or straps) is allowed.

4.13.4. Towing eyes must be marked in a color contrasting with the background (red, orange, or yellow). If the towing eyes are located underneath the car on bumpers or spoilers, arrows pointing towards the towing eyes must be applied in the same color.

4.14. The installation of hatches and other air intake or ventilation elements into the car roof is allowed.

4.15. The installation of sliding vents for air ventilation in side windows made of polycarbonate, measuring no more than 25×35 cm, is allowed.

4.16. During runs on the track, without the permission of the Chief Judge or the Competition Pit Officer, it is prohibited to slightly open or open the side windows.

4.17. No part of the car, except for the rims and/or tires, should touch the ground when air is released from all the tires on one side of the car (left or right). To check this, the valve cores of the tires located on one side of the car are removed.

5. ENGINE AND ITS SYSTEMS

5.1. For the **Semi-Pro class**, only the engine intended for this car model is allowed. Installation of an engine not intended for a given model range by the manufacturer is prohibited.

For the **Pro class**, any one serially produced (has a manufacturer's catalog number) internal combustion or diesel engine is permitted.

5.2. Intake/Exhaust System

The exhaust system is unrestricted. All cars must be equipped with an exhaust gas system from the engine, directed away from the driver and the fuel tank. The exhaust system must be metallic. All components of the exhaust system must be securely connected to each other and to the car's body or frame.

5.3. Intake System

Installation of intake components different from those produced by the manufacturer is allowed.

5.4. Fuel

Any liquid hydrocarbon fuel is permitted (gasoline, diesel fuel, butane-propane gas mixture). When using a gas mixture as fuel, it is necessary to have documentation for the gas equipment and a certificate of its installation by a specialized enterprise.

The use of methanol, nitromethane, propylene oxide, and hydrazine as fuel is prohibited.

5.5. Fuel System

5.5.1. The quantity, brand and location of fuel pumps are free.

5.5.2. Replacement of the original fuel lines and their connections with corresponding aviation-type lines is allowed. If fuel pumps are located inside the cabin, they must be enclosed in a container resistant to liquids and flames. Laying fuel lines in close proximity to the driveshaft is prohibited.

5.5.3. Replacement of the original fuel tank with a non-original one is permitted. Aftermarket fuel tanks must have a anti roll over flap or valve installed on both the breather line and filler neck.

5.5.4. It is prohibited to place fuel lines in close proximity to the driveshaft, exhaust system and between the body shell and the roll cage structure

5.6. Lubrication System and Crankcase Ventilation

5.6.1. The lubrication system is unrestricted, including dry sump systems. To allow access for cooling air, necessary openings in the body are permitted, which must be covered with a metal mesh. Oil lines must be metallic or aviation-type with metal braiding.

5.6.2. The use of an open crankcase ventilation system is allowed. All gases must be directed into a catch tank that prevents liquid leaks, with a capacity of at least 0.5 liters, made of translucent plastic or including a transparent panel, securely fastened in the engine compartment. **It is prohibited to install the crankcase gas ventilation tank near elements of the exhaust system.**

5.7. Supercharger (Boost)

5.7.1. For the **Semi-Pro class**, the use of any type of superchargers is prohibited unless it was provided by the manufacturer.

For the **Pro class**, the use of any type of superchargers is allowed.

5.7.2. The intercooler, its operating principle (air-to-air, air-to-water, air-to-ice), and its location are unrestricted within the external contour of the body. Cooling the intercooler with freely flowing liquids is prohibited.

5.7.3. To allow access for cooling air, necessary openings in the body are permitted.

5.8. Cooling System

5.8.1. The elements of the cooling system are unrestricted.

5.8.2. If cooling system elements containing coolant are located inside the cabin, they must be covered with protective heat-resistant casings.

5.8.3. All elements of the cooling system must be located within the body.

5.8.4. If the cooling radiator is installed in the trunk compartment of the car, air intake for its cooling must not come from the car's cockpit and must be separated from the cockpit by a liquid-impermeable screen.

5.8.5. If pipelines pass through the cockpit, they must be metallic or aviation-type, solid without joints, and must be covered by a liquid-impermeable screen completely separating the pipeline from the cockpit.

5.8.6. Only water is permitted as the coolant in the cooling system. The use of special anti-wear and anti-corrosion additives is allowed. The use of antifreeze is prohibited.

6. STEERING SYSTEM

6.1. Installation of any steering wheel with a closed rim is permitted.

6.2. The installation of a steering wheel hub adapter is allowed under the following conditions: The adapter must be made from a single piece of metal. It must be attached to the steering column using the original method.

6.3. The vertical angle of the steering column installation may be changed.

6.4. Reliable locking of all threaded connections in the steering system is mandatory.

6.5. The power steering system is unrestricted.

7. BRAKING SYSTEM

7.1. All cars must have a braking system.

7.2. When the specified lines are located inside the body, minimal necessary openings are allowed for them to pass through partitions—both between the engine compartment and the passenger compartment, and between the passenger compartment and the trunk. Any gaps in the openings must be tightly and securely sealed. If brake lines pass through the passenger compartment, they must be made of metal tubes or hoses with external metal reinforcement.

7.3. Original rubber brake hoses may also be replaced with flexible aviation-type hoses; appropriate adapters must be used for their connection.

7.4. Protective covers of the brake discs may be removed.

7.5. Liquid cooling of brakes is prohibited.

7.6. In any case, brake mechanisms, as well as brake discs or drums, of factory (industrial) production must be used.

7.7. It is permitted to install a hydraulically operated brake acting on any axle.

7.8. Installation of a hydraulic handbrake and brake force regulator is allowed.

7.9. The parking brake may be equipped with an instant release device.

8. TRANSMISSION

8.1. The flywheel is unrestricted.

8.2. The use of any gear ratios for the final drive and gearbox is allowed, with the mandatory presence of a reverse gear.

8.3. The use of locking and self-locking differentials is permitted.

9. WHEELS AND TIRES

9.1. Wheel rims are free in design, but must be made of metal.

9.2. Rims made of magnesium or its alloys are prohibited.

9.3. Wheel attachment using bolts can be replaced with studs and nuts, provided the mounting dimensions of the wheel rims and hubs are preserved. In this case, the threaded part of the stud must protrude by at least the diameter of the stud. Bolts must be screwed into the hub for at least the full depth of the hub's threaded hole.

9.4. Decorative wheel caps must be removed.

9.5. The use of spacers to increase the track width is allowed. It is recommended to install spacers with double DIA centering.

9.6. Only tires certified for public roads are allowed. Tires must not have mechanical damage. The use of tires with carcass damage is prohibited.

9.7. The use of studded tires and tires with off-road tread (with lugs or rubber studs) is prohibited.

9.8. The use of racing tires (slicks, pseudo-slicks, semi-slicks, etc.) is not allowed.

The use of civilian tires with an imitation of racing tread types like slick, pseudo-slick, semi-slick, etc., must be individually approved by the Chief Scrutineer.

The maximum width of the rear tires of the car is limited to:

- **265 mm for sizes R17 and R18.**

9.9. The type and size of tires on the front axle are not regulated.

9.10. Any size tires are allowed during training sessions.

9.11. For the rear axle of the Car during the judged portion of the Competition (Qualification, Tandem runs), the following tire hardness parameters are permitted for tires marked treadwear rating:

- Semi-Pro: TW \geq 340
- Pro: TW \geq 260"

9.12. If the tires do not have a Treadwear rating, the Driver must provide the Technical Commissioner with printed technical specifications of the tires or a link to them.

An extendable blacklist of tires not complying with the Technical Requirements due to non-conformity with declared factory specifications is introduced:

- Shibata Shibatire

10. ELECTRICAL EQUIPMENT

10.1. The relocation of batteries from their standard locations is permitted. The battery may be placed in the passenger compartment behind the driver's seat or in the trunk of the vehicle. The battery must be attached to the body using a metal cradle (platform) and two metal clamps with insulating coating, secured to the base with bolts (screws). Bolts with a diameter of at least 10 mm must be used to fasten these clamps. Between each bolt and the body material, gaskets with a thickness of at least 3 mm and an area of at least 20 cm² must be used. A battery located in the passenger compartment (even if this is the standard location) must be enclosed in a plastic casing that prevents electrolyte leaks and is secured independently of the battery. This protective casing must have ventilation to the outside of the vehicle.

10.2. In any case, the battery must be securely fastened. It is recommended to reinforce the original battery mount. Modifications to the body are allowed for this purpose, such as drilling additional mounting holes in the battery platform and welding additional lugs for securing the battery.

10.3. Laying power cables inside the vehicle is permitted. They must be securely fastened to the body panels. To allow them to pass through partitions between the trunk, passenger compartment, and engine compartment, holes may be drilled in each partition. Gaps in these holes must be sealed. Contact of wires with sharp edges of the holes is not allowed.

10.4. Necessary modifications to the wiring harnesses for connecting the Master Electrical Switch are allowed.

10.5. Wiring bundles located in the passenger compartment must be enclosed in protective sheaths to prevent damage.

10.6. Holes in the body for passing wiring bundles must have rubber grommets that tightly encircle the passing bundle of wires.

11. SUSPENSION

11.1. All cars must have suspension. It is mandatory to have at least one shock absorber on each wheel.

11.2. The elastic elements of the suspension (springs, torsion bars, leaf springs, etc.) are unrestricted.

11.3. Compression travel limiters are unrestricted.

11.4. Replacement of all elastic suspension joints with stiffer ones is allowed.

11.5. Shock absorbers (or insertable shock absorber cartridges in struts) are unrestricted, provided they can be mounted in the standard locations (in the original or modified strut bodies as specified above). The use of shock absorbers with remote reservoirs and shock absorbers with external adjustment of damping characteristics is permitted.

11.6. Replacement of the original strut mounts and suspension shock absorbers with rigid mounts, including those with spherical bearings (Heim joints), is allowed. The center position of the upper mount's joint may be offset from the center of the original hole in the body strut tower.

11.7. Anti-roll bars (sway bars) are unrestricted.

11.8. Wheel alignment angles are unrestricted.

11.9. Changing the rear wheel alignment angles using wedge-shaped spacers is allowed.

12. PARTICIPANTS' EQUIPMENT

12.1. The use of a closed or open protective FIA or SFI approved Helmet is mandatory. Allowed with expired homologation.

12.2. When using a car with an open top, wearing goggles or a full faced helmet is mandatory.

12.3. Protective Clothing and Footwear.

Clothing should be thick and cover body parts. Drivers are must to wear a protective overall, gloves, balaclava, long underwear, socks, and boots, or a karting overall. The use of equipment with an expired homologation period is allowed.