



**BAIKAL MILE
SPEED FESTIVAL**

TECHNICAL REGULATIONS

TABLE OF CONTENT

PARAGRAPH

1.	General competition requirements	2
1.1.	Technical inspection.....	2
1.2.	Classification	3
1.3.	Enviromental requirements.....	3
1.4.	Technical inspection.....	3
2.	Motorcycle. Technical requirements.....	4
2.1.	General requirements for motorcycles	4
2.2.	Motorcycle technical specifications & requirements	4
2.3.	Riding apparel	8
2.4.	Motorcycle classification.....	9
2.5.	Classification by frame type.....	10
2.6.	Classification by engine type	19
3.	Automobiles. Technical requirements	26
3.1.	General requirements to automobiles.....	26
3.2.	Technical specifications & requirements to automobiles	26
3.3.	Classification by engine displacement	31
3.4.	Classification by fuel type	32
3.5.	Classification by body class	33
3.6.	Classification by body type	35

1. GENERAL COMPETITION REQUIREMENTS

The primary responsibility for the safe condition and operation of a vehicle in compliance with all applicable rules and regulations rests with the vehicle's owners and drivers. The main concern of the «Speed Enthusiasts» Ltd (hereinafter referred to as the Organizer) is to provide a place to conduct events. Strict adherence to the minimum standards set forth in this document is extremely important. IT IS THE RESPONSIBILITY OF THE DRIVERS AND OWNERS OF ANY RACE VEHICLE TO BE THOROUGHLY ACQUAINTED WITH THE RULES HEREIN AND COMPLY WITH THEM.

NOTICE:

Land Speed Racing is a dangerous sport that carries with it the possibility of serious injury or death.

Either the participant accepts the risk or does not participate in the event.

1.1. TECHNICAL INSPECTION

Each participating vehicle shall pass Technical Inspection before the competitions.

VEHICLES PRESENTED FOR INSPECTION SHALL BE IN RACE-READY CONDITION.

In case of class change, re-inspection will be required. Failure to obtain such re-inspection will ensue in the annulation of all results.

VEHICLES EXHIBITING ILL-HANDLING, FIRES, ETC. ON THE COURSE SHALL BE RE-INSPECTED AND MAY BE BARRED FROM FURTHER COMPETITION. All vehicles to be re-inspected shall be presented to the inspection area.

During the inspection, the Technical Inspection Committee may assign a speed limit to the vehicle. A special sticker will be applied to the vehicle and the speed limit will be noted in the vehicle Log Book. This sticker must remain in its place until the vehicle is made to conform to the published rules of the class.

Under penalty of disqualification or permanent ban, no modifications are permitted to either vehicle equipment or driver gear after passing Technical Inspection unless coordinated with the Technical Inspection. This includes any changes in vehicle condition due to breakdowns or failures, flat or damaged tires, ill-handling, fires or any other reason. It is the participant's or driver's responsibility to resubmit the vehicle to Technical Inspection for approval of any changes.

1.2. CLASSIFICATION

It is the responsibility of the owner and/or driver to enter a vehicle in its proper class. However, a vehicle is a subject to class verification by the Technical Inspection at any time.

If an appropriate class exists, a vehicle shall run in that class. Any vehicle, which is not legal for any class, but meets the technical requirements, may be allowed to run for «Time Only». Competitors who have not found a suitable class (p. 2.4.-2.6., 3.3.-3.6.), should contact the Organizer (contact details are in p. 1.4.) who will consider creating a new class for your vehicle.

Vehicle class must be determined in the Entry Form.

In all cases and regardless of any contradictory information in the Entry Form, the vehicle class must be indicated.

1.2.1. Class change

A class change is defined as an engine displacement change, a change from Gas to Fuel, from an atmospheric to a supercharged engine or a body change. A class change will require a complete re-inspection of the vehicle, issuing a new registration number, filling out a new Entry Form.

1.3. ENVIROMENTAL REQUIREMENTS

All vehicles must not have any leaks of technical liquids. Technical Inspection will include leak check. In case of any leak detection the vehicle may not be allowed to take part in the competitions.

Any service related to the filling and draining of technical liquids, fueling and refueling must be carried out strictly in special zone, excluding the leakage of liquids to the ice surface of the lake.

1.4. TECHNICAL INSPECTION

Requests for rules, technical and safety regulations should be sent to e-mail tech@baikalmile.com.

2. MOTORCYCLE. TECHNICAL REQUIREMENTS

Following are the rules governing motorcycles participating in the «Baikal Mile» competition.

2.1. GENERAL REQUIREMENTS FOR MOTORCYCLES

2.1.1. Appearance

All motorcycles, participating in the event, shall pass the Technical Inspection and be presented in a neat appearance. All owners, riders and crew members are responsible for the maintenance of their pit area and will be expected to present a neat and respectable appearance.

2.1.2. OEM/original

The term «OEM» or «original» is defined as a manufacturer's original equipment for the particular make, model and year of the motorcycle.

2.2. MOTORCYCLE TECHNICAL SPECIFICATIONS & REQUIREMENTS

2.2.1. Engine shut-off requirements

2.2.1.1. Engine stop switch

All motorcycles must be equipped with a kill switch that is able to stop a running engine, remain shut off once activated, and be operated without removing the rider's hands from the handlebar grips.

2.2.1.2. Engine emergency kill switch lanyard

All motorcycles must be equipped with a tether-type mechanical device attached to the vehicle and the rider so the engine is shut off if separating the rider from the motorcycle.

2.2.2. Throttle

A self-closing throttle must be fitted to all motorcycles.

2.2.3. Headlights and lenses

All plastic or glass elements of headlights and lenses must be taped to fix in case of damage. Lamps inside may be rendered inoperative.

2.2.4. Mirrors

Mirrors must be removed unless integrated into the fairing. The mirror glass integrated into the fairing shall be taped or removed.

2.2.5. Tire requirements

All tires must have been produced within the last 5 years as of the date of the current event.

For 1-mile race distance tires designed for use on the drive wheel in drag racing will not be allowed.

It is the responsibility of the participant to check inflation pressures and tire and wheel condition immediately before and after every run.

All motorcycles, including sidecars, must use tires with corresponding speed index. The required speed rating is governed by the record speed in the class entered. Required speed indexes are indicated in Table 1.

Table 1.

Maximum allowed speed	Tire speed index
100 km/h	J
110 km/h	K
120 km/h	L
130 km/h	M
140 km/h	N
150 km/h	P
160 km/h	Q
170 km/h	R
180 km/h	S
190 km/h	T
200 km/h	U
210 km/h	H
240 km/h	V
270 km/h	W
300 km/h	Y
>240 km/h	Z or ZR

During the inspection, the Technical Inspection Committee may verify tires production dates and speed indexes.

2.2.6. Studs

It is obligatory to use studs in all classes.

The minimum height of the stud is 7 mm, the maximum height is 28 mm.

The minimum height of the stud for motorcycle with sidecar and trike is not regulated.

Studding with screws, dowels and other improvised means is allowed, but may entail a speed limit.

It is the responsibility of the owner/driver to ensure correct studding.

During the inspection, the Technical Inspection Committee will verify studding of tires before the competitions.

Participants may agree in advance with the Technical Inspection Committee on the choice of tires and studs by e-mail (contact details are in p. 1.4.).

Vehicles participating in classes SC (sidecar) and T (trike) are allowed to have no studs, if the vehicle is not structurally able to reach a speed over 60 km/h. Absence of studs must be agreed with the Technical Inspection Committee electronically in advance.

2.2.7. Wheels

It is highly recommended that strict attention should be paid to wheel alignment, wheel balance, spoke tension, tires and studs run-out.

2.2.8. Gasoline

The addition of a power additive or changes of any nature (other than oil designated for lubrication only) to GASOLINE is prohibited. The penalty for violation of this standard is disqualification.

2.2.9. Fuel

In F classes (fuel) any approved liquid fuel may be use.

2.2.10. Unsafe motorcycle

If the Technical Inspector or Starter marshal determines that the motorcycle is unsafe, it is not allowed to participate in the event.

2.2.11. Wheel retention

All axle-retaining nuts, pinch bolts, axle caps and axles must be securely fastened by wire ties or other visually distinguishable means. Lock washers, self-locking nuts or thread-locking compounds do not meet this requirement.

These requirements do not apply to the serial production class (P).

2.2.12. Tow starts

Dead motor tow starts are not permitted.

2.2.13. Steering damper

The steering damper must be used on all vehicles in all classes.

2.2.14. Exhaust system

All exhaust system outlets must be directed away from rider, the rear tire and the course surface. All blow-off valves, waste gates and burst panels must point away from the rider.

2.2.15. Nitrous oxide systems

Nitrous oxide bottles and lines are considered to be a part of the fuel system and governed by all fuel system requirements (p. 2.2.19.).

Nitrous oxide bottles must be securely mounted with steel straps. When competing in the class G (gasoline), all nitrous oxide bottles, lines and solenoids must be removed. Injectors may be removed or capped.

The nitrous oxide bottle pressure relief valve shall be vented away from the engine and rider.

Nitrous oxide systems must be equipped with a device, that shuts off the nitrous oxide in case the rider gets separated from the motorcycle.

2.2.16. Chain/belt guard

All chain or belt-driven motorcycle entries must be equipped with a chain or belt guard. Guards must be securely mounted in at least two places.

2.2.17. Brakes

The braking system must be operative and provide necessary deceleration.

2.2.18. Ballast

Ballast may be used in all categories. All ballast must be located ahead of the rear axle (except Sidecars and Streamliners). Ballast must be securely mounted with bolts to the frame structure. Ballast must not be used to streamline the vehicle.

2.2.19. Fuel systems

The complete fuel system must be well constructed and securely mounted. The tank filler cap must be securely mounted.

Plastic fuel lines are not permitted, except certified clear fuel lines. All fuel lines, which are not using original fittings, must use a metal clamp on each connection of flexible fuel line. Nitrous oxide cylinders or any other type of oxidizer cylinders are considered the same as fuel tanks.

The fuel tank must be of sufficient capacity to provide a reserve of fuel to pass the track and return to the pit area (total length of the track - not less than 6.6 km).

2.2.20. Batteries

All batteries must be properly secured with metal hold-downs, framework and fasteners. The use of the original battery holder may not be sufficient.

2.2.21. Windshields and windscreens

All windshields and windscreens must be made of shatter-resistant plastic, such as polycarbonate (Lexan).

2.3. RIDING APPAREL

All motorcycle riders are required to use the following riding equipment.

2.3.1. Rider's helmet

All riders must wear a full-face helmet with face shield (Modular or Integral), which must meet Snell Foundation, ECE, DOT specifications. No open face helmets are allowed. Helmets must be undamaged, unmodified and in serviceable condition. Eyeglasses, worn under the helmet, must be shatterproof.

2.3.2. Leathers

All riders must wear motorcycles leather or textile suit. Textile suit is allowed for races at speeds less than 200 km/h. The suit must be one piece or consist of two pieces connected by a zipper. All leather suits must have a zipper at least 300 degrees.

2.3.3. Boots

All riders must wear zipper, buckle or lace-up leather motorcycle boots at least 20 cm high (8 inches).

2.3.4. Gloves

All riders must wear motorcycle leather gloves that cover the entire hand and fingers with a minimum 5cm (2 inch) gauntlet cuff and wrist enclosure. Additional safety features such as knuckle, palm and/or finger protection with other engineered materials are acceptable.

2.4. MOTORCYCLE CLASSIFICATION

Motorcycle classes are listed in ascending order of frame type, engine type and engine displacement.

Class designation	Frame type
P	Serial Production
M	Modified
MPS	Modified Partial Streamlining
A	Special Construction
APS	Special Construction Partial Streamlining
SC	Sidecar
PS	Partial Streamlining
MB	Motorbicycle
SS	Snowbike with ski
SW	Snowbike with wheel
T	Trike
U	Unimoto
BC	Bicycle
BCS	Bicycle Streamliner
SR	Kick Scooter
Pull	Pull (trailer)

Class designation	Engine type
A	American V-Twin
BF	Supercharged/Turbocharged Engine, Fuel
BG	Supercharged/Turbocharged Engine, Gasoline
Boxer	Opposite Flat Engines without Push Rod
F	Modified Engine, Fuel
FD	Foot Drive
G	Modified Engine, Gasoline
P	Serial Production
PB	Serial Production Supercharged/Turbocharged
PBF	Supercharged/Turbocharged Push Rod Engine, Fuel
PBG	Supercharged/Turbocharged Push Rod Engine, Gasoline
PF	Push Rod Engine, Fuel
PG	Push Rod Engine, Gasoline
PP	Serial Production Push Rod Engine
PV	Serial Production Vintage Engine

VBF	Supercharged Vintage Engine, Fuel
VBG	Supercharged Vintage Engine, Gasoline
VF	Vintage Engine, Fuel
VG	Vintage Engine, Gasoline
Omega	Steam, Turbine Engine
E	Electric Motor

Classification by engine displacement

Engine Classes are shown in cubic centimeters: 50, 100, 125, 175, 250, 350, 500, 650, 750, 1000, 1350, 1650, 2000, 3000, 3001 and above.

Engine displacement must not exceed the maximum permissible displacement for the specified class. To permit minor reconditioning of worn cylinder blocks in classes other than Serial Production, it is permitted to increase cylinder bore diameter on 0.5 mm (0.020 inch).

Vintage engines are allowed to increase cylinder bore diameter on 1.27 mm (0.050 inch).

2.5. CLASSIFICATION BY FRAME TYPE

2.5.1. Serial Production – P

This class is limited to serial production, street-legal motorcycles. Motorcycles in this class must be equipped with next original parts: full lighting equipment, frame, forks, wheels, brakes, fuel tank, fenders and seat. The motorcycle must appear identical in all aspects to the serial production model, including the intake and exhaust systems.

The participant is required to provide suitable documentation or information, substantiating the serial production design during Technical Inspection.

The following are modifications that can or should be made:

- Side and center stands, passenger footrests, turn signal lights, license plate may be removed;
- The main gear ratio may be changed;
- The position of the wings or install non-original wings may be changed to provide the necessary clearance between the wing and the studded tire. It is not allowed to make the construction more streamlined than the factory one.

2.5.2. Modified production – M, MPS

The Modified classes are intended for modified serial production models and not purpose-built racing bikes.

These classes include all On-Road and Off-Road models as well as limited serial production models.

The requirements for these classes include:

- An original frame must be used. Steering head angle may be altered, but must remain in its original location. Swing arm length, type and mounting method may be altered. Brackets, braces, mounts, gussets, etc. may be moved, modified or removed. Perimeter-type frame engine cradle tubes must remain unmodified. Spar-style main frame spars must remain unmodified. Main frame spars are defined as the large formed tubes which connect the steering neck to the engine mounts and swing arm pivot.

- Engine and frame must be made by the same manufacturer.

- Only one engine with a maximum displacement of 3,000 cc may be used. Multiple engines are not allowed in this class.

- The maximum wheelbase not to exceed the original specification by more than 10%. To confirm the record, participants must provide appropriate documentation.

- Handlebar grips and rider seating position must be above the top of the rear tire with the rider seated, unless original design.

- Gas tanks, if not original equipment to the production model, must have a capacity of at least 5 liters (1.32 gallons).

- The following original parts may be substituted for non-original parts: lights, instruments, fenders, gas and oil tanks, seat, forks, swing arm, shocks, brakes and wheels.

Foot rests

Foot rests should be at least 15 cm in front of the rear axle (6 inch).

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.2.1. Modified production without fairing – M

In this class, the use of streamlining devices is prohibited. Streamlining is defined as any devices or objects forward of the rider that have the apparent effect of directing, limiting or controlling airflow around the motorcycle or rider.

The seat or tail section must meet the requirements for similar items in the MPS class (p. 2.5.2.2.).

Unmodified original air inlet scoops, original instruments, original instrument panels and/or original headlights mounted with un-modified original mounts in the original location are allowed in the non-streamlining class.

The participant must provide the inspector with documentation or information to verify the original parts.

Non-original instruments or original instruments but not using original mounts must be mounted no more than 15 cm (6 inches) in front of the leading edge of the upper traverse (triple clamp), no more than 10 cm (4 inches) above the top of the upper traverse (triple clamp), no more than 5 cm (2 inches) below the top of the upper traverse (triple clamp) and no wider than 2,5 cm (1 inch) outside of each fork tube.

2.5.2.2. Modified production with fairing (partial streamliner) – MPS

This class requires the use of an original or non-original fairing to give a streamlined shape.

The following rules apply to motorcycles, not using original components (or replicas of those components) or using a fairing, bodywork or tail section on a production model that was not originally equipped with the components used.

No part of the fairing ahead of the front axle may be lower than the top of the front rim or be forward of the front edge of the rim. There shall be no streamlining other than a seat, tail section or fender to the rear of the rider's body, and the seat, tail section or fender may not cover rear wheel when viewed from the side. If a streamlined seat, tail section or fender is used, it cannot extend further to the rear than a vertical line at the rear edge of the rear tire. The racer must be fully visible from all sides, except for the arms and forearms when viewed from the side or from above. The fairings must have at least three separate attachment points.

These requirements are not applicable to original fairing mounted in original place and position.

2.5.3. Special construction – A, APS

The Special Construction classes are intended for purpose-built race bikes, not serial production motorcycles with minor modifications. These classes include factory produced road racing or any other racing models, which are not available to the public. A special construction frame is unlimited in design except for the class requirements of this section.

Motorcycles in these classes may have:

- APS fairing;
- Up to and including four motors;
- Engine displacement is not limited;
- Design elements not permitted in the Modified Serial Production class;

During the inspection, the integrity of welds and manufacturing technology will be carefully checked.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

Wheels

The nominal diameter of the wheel rim must be at least 38.1 cm (15 inches). Exceptions are vehicles that have smaller wheels installed at the factory.

2.5.3.1. Special construction, without fairing - A

This class is limited to purpose built race bikes stripped of all aero use parts. No streamlining is permitted in this class.

Streamlining is defined as any devices or objects forward of the rider that have the apparent effect of directing, limiting, or controlling airflow around the motorcycle or the rider.

The racer must be fully visible from all sides.

2.5.3.2. Special construction, with fairing (partial streamliner) - APS

Fairing in this class must be produced and mounted with next requirements.

The rider must be fully visible on all sides except for the arms and forearms. When viewed from above, the rider must be visible in all positions except arms, forearms, legs and feet. It is forbidden to use any transparent material to evade these rules. Fairings or bodywork shall have a minimum of three (3) separate mounting points.

If a streamlined seat/tail section is used, the seat/tail section cannot extend further to the rear than 25 cm (10 inches) beyond the rear edge of the rear tire. No part of the seat/ tail section may be more than 101.5 cm (40 inches) above the ground with the rider seated. No part of the seat/tail section behind the rear axle may be closer than 10.1 cm (4 inches) from the ground with the rider seated.

No part of the fairing ahead of the front axle may be lower than the top of the front rim or be forward of the front edge of the rim. The front edge of the front rim must not be streamlined.

2.5.4. Sidecar – SC

A sidecar is a three-wheel vehicle leaving two tracks with one rear drive wheel or a differential drive for the rear wheel and the sidecar wheel. The front and rear tires must leave a single track that is no wider than the width of the two tracks.

Passenger

Passengers should not be in or on a motorcycle with a sidecar.

Engine location

The engine/engines can be located between the front and rear drive wheel, the centerline of the engine must be within the width of the rear tire.

Driver location

The rider must operate the sidecar motorcycle using a motorcycle type handlebars and in a position with his center line running between the treads of the front tire and the rear tire of the drive wheel. The rider must be visible from the hips to the shoulders when viewed from the side. At the same time he must be able to leave the motorcycle with the sidecar without restriction.

Chassis and suspension

The chassis and suspension may be of conventional solo motorcycle configuration using an attached sidecar chassis and body/platform panels. Special

construction chassis with an integrated or attached sidecars are permitted and encouraged.

Steering

Only the front wheel may be used for steering. Telescopic and lever type front fork system may be used. The use of another design types must be negotiated with Technical Inspection Committee. The use of a damper with increased load capacity (two motorcycles or car damper) is encouraged.

Sidecar

The sidecar unit may be located on either the left or right side. All mounting brackets and bars must have adequate rigidity and security. All attaching fasteners must be secured by wire or other means that can be visually inspected.

Wheelbase and track

Track must be at least 81.3 cm (32 inches), wheelbase must range from 127 cm (50 inches) to 279.4 cm (110 inches).

Wheels

The front and rear wheel rim must be at least 25.4 cm (10 inches). The sidecar wheel rim must be at least 12.7 cm (5 inches).

Fender/sidecar wheel cover

The fender of sidecar is required and must assure the rider with safety when driving and in case of separation from the motorcycle. The sidecar wheel must be covered from inside by cap or shield.

Construction to accommodate a passenger/second rider

In this class it is compulsory to have a wheelchair provided by the manufacturer, a self-made construction or a platform designed to accommodate a passenger/co-pilot. However, participation of passenger/s in races is forbidden.

The platform must be rectangular in shape, measuring at least 30 by 80 cm (12 by 32 inches). The 30 cm (12 inch) side must be perpendicular (90-degree angle) to the wheelbase of the motorcycle. The 80 cm (32 inch) side must be parallel to the wheelbase. All self-made designs will be inspected by the Technical Inspection Committee.

Sidecar wheel loading

Loading of sidecar wheel must be sufficient to assure stability. Properly secured weight or ballast may be used. A minimum of 10% of the rig weight is required to be on the sidecar wheel.

2.5.6. Partial streamlining – PS

The PS (Partial Streamliner) class includes M and A classes motorcycle, that have non-standard streamlining (fairing). A distinctive feature is the streamlining, which must cover at least 70% of the front wheel.

Motorcycles in these classes may have:

- PS streamlining (PS fairing);
- Up to and including four motors;
- Unlimited engine displacement;
- Design items not permitted in the Modified Serial Production class.

All components must be strong enough to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinized during the inspection process.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

Wheels

The nominal diameter of the wheel rim must be at least 38.1 cm (15 inches). Exceptions are vehicles that have smaller wheels installed at the factory.

2.5.7. Motorbicycle – MB

This class includes motorized bicycles. A distinctive feature of the class is the factory-made engine, specially designed for installation on a bicycle with displacement is not more than 50 cc, and the presence of pedals that transmit torque to the driving wheel.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.8. Snowbike with ski – SS (Snow Ski)

This class includes motorcycles that have been modified for snow surface driving. A distinctive feature is the presence of tracks (crawler) and ski.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.9. Snowbike with wheel – SW (Snow Wheel)

This class includes motorcycles that have been modified for snow surface driving. A distinctive feature is the presence of tracks (crawler) and wheel.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.10. Trike – T

This class includes three-wheeled motorcycles that are symmetrical in the longitudinal axis and cars with motorcycle-type controls.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Front and rear fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.11. Unimoto – U

The class includes sports vehicles that have a single wheel and engine. The size of the unimoto must not exceed 1.2 m wide and 2.4 m long.

Foot rests

Foot rests are required, location is not regulated.

Optional exhaust systems

Exhaust pipes may not extend behind the rear edge of the motorcycle.

Fenders

Fenders are mandatory and must ensure the rider's safety when riding and in case of separation from the motorcycle.

2.5.12. Bicycle – BC

The class includes bicycles. Any types of engines are prohibited in this class. It is mandatory to have pedals that transmit torque to the driving wheel. The muscular strength of the pilot is an only moving force of the bicycle.

2.5.13. Bicycle Streamliner – BCS

The class includes bicycles with streamlining. Any types of engines are prohibited in this class. It is mandatory to have pedals that transmit torque to the driving wheel. The muscular strength of the pilot is an only moving force of the bicycle.

2.5.14. Kick scooter – SR

The class includes vehicles that are driven by pushing the foot off the ground in a standing position.

2.5.15. Pull

The class includes wheelless vehicles propelled by towing with a flexible coupling. A car or motorcycle may be used as a towing vehicle.

Towing vehicle

The vehicle acting as a towing vehicle must be equipped with an anti-roll bar at the rear of the vehicle to prevent the pilot from being hit by the towing vehicle or coming into contact with the wheels of the towing vehicle in a passing collision.

Flexible hitch

It is allowed to use synthetic or natural (hemp, CB) rope not less than 12 m long as a flexible hitch. Rigid fixation of the pilot to the tractor is not allowed.

2.6. CLASSIFICATION BY ENGINE TYPE

2.6.1. Serial Production – P

Serial Production Engines must be the same model as the model of the frame being used and must have STOCK EXTERNAL APPEARANCE. Serial Production motorcycles must use original cylinders, heads and crankcases to comply with this class. Original engine displacement determines the displacement class for competition. Displacement may not be increased beyond this class limit. Starting mechanism shall be retained and operable. Carburetors or throttle bodies must be original for this model production engine. All serial production engines run in G class (gasoline).

2.6.2. Serial Production Push Rod Engine – PP

Same as Serial Production Engine (P class), but must have push rod-operated valves with camshaft located at least one crankshaft stroke below the original cylinder deck position or use original push rod length at least twice the crankshaft stroke.

2.6.3. Serial Production Supercharged/Turbocharged – PB

Same as Serial Production Engine (P class), but an original brand factory-installed turbocharger or supercharger is required.

2.6.4. Serial Production Vintage Engine – PV

Same as Serial Production Engine (P class), but must be produced before 1963.

2.6.5. Modified Engine, Fuel – F

The engine must consist of major parts and components originally designed for use in motorcycle engines. No fuel restrictions. The use of superchargers or turbochargers is not permitted. The use of a fuel injection system is allowed.

2.6.6. Modified Engine, Gasoline – G

Same as Modified Fuel Engine (F class), except for fuel restrictions. No additives, no nitrous oxide may be used – only gasoline use is permitted.

2.6.7. Supercharged/Turbocharged Engine, Fuel – BF (Blown Fuel)

Supercharged/Turbocharged Engine, Fuel, except for supercharger or turbocharger is required and must be mechanically or exhaust gas driven and must create a pressure in the intake system higher than the atmospheric pressure. No restrictions on fuel.

2.6.8. Supercharged/Turbocharged Engine, Gasoline – BG (Blown Gas)

Same as Supercharged/Turbocharged Fuel Engine (BF class), except for fuel restrictions. No additives, no nitrous oxide may be used – only gasoline use is permitted. Water injection is allowed.

2.6.9. Push Rod Engine, Fuel/Gasoline – PF и PG

Any motorcycle engine with push rod operated valves. The camshaft must be located at least one crankshaft stroke below the original cylinder deck position or use original push rod length at least twice the crankshaft stroke.

Replacement heads must have the same number of valves as originally produced as a production engine. «G» stands for a gasoline engine and «F» - a fuel engine.

2.6.10. Vintage Engine, Fuel/Gasoline – VF и VG

Same as F or G classes engine, except for the engine's production year – all the engines in this class must be produced before 1963.

In order to maintain historical authenticity, modifications to vintage engines are restricted to old technology as far as practicable. Accordingly, in the VF, VG, VBF and VBG classes, new technologies such as electronic fuel injection or electronic ignition systems are not in keeping with the spirit of the Vintage classes and thus are not allowed. The use of computers is allowed for data collection purposes only.

Engines must use the original crankcase, original cylinders on flatheads and two strokes and original heads on OHV engines. The above components manufactured after 1963 and their exact replicas may be considered legal in the Vintage classes as long as they do not give a competitive advantage. Pre-installation approval by the Technical Inspection Committee is required. For vintage engines (including Serial Production Vintage engines), an increase in cylinder diameter of 1.27 mm (0.050 inch) from the original cylinder diameter is allowed.

The determination of the engine displacement class for flathead engines is based on the engine displacement minus 33% (1/3). For example, a motorcycle with an engine with a measured displacement of 750 cc will take part in the races for motorcycles with a displacement of 500 cc.

2.6.11. Supercharged Vintage Engine, Fuel/Gasoline – VBF и VBG

Same as VF or VG classes engine, except that a supercharger or turbocharger is required, which must be mechanically or exhaust gas driven and must create inlet system pressure above atmospheric pressure.

2.6.12. Supercharged/Turbocharged Push Rod Engine, Fuel/Gasoline – PBF и PBG

Same as PF or PG classes engine, except that a supercharger or turbocharger is required, which must be mechanically or exhaust gas driven and must create inlet system pressure above atmospheric pressure.

Subject to the same restrictions as BF and BG classes, respectively.

2.6.13. Steam, Turbine Engine – Ω (Omega)

This class includes steam and turbine engines.

The vehicle must meet all applicable frame class requirements. The participant must submit complete information about the power plant to the Technical Inspection Committee for evaluation.

2.6.14. Electric Motor – E

This class includes electric motors.

The vehicle must meet all applicable frame class requirements. The participant must submit complete information about the power plant to the Technical Inspection Committee for evaluation.

2.6.15. Foot Drive – FD

Any types of engines are prohibited in this class. The muscular strength of the pilot is the only moving force of the vehicle.

2.6.16. American V-Twin – A

This class includes V-type two-cylinder engines installed on motorcycles of the Harley-Davidson and Indian brands, as well as others produced in the United States. The «A» abbreviation is indicated at the beginning of the engine class designation.

2.6.17. Opposite Flat Engines without Push Rod – Boxer

An engine with the angle between the rows of cylinders is 180 degrees, except the Push Rod engines. The «Boxer» abbreviation is indicated at the beginning of the engine class designation.

Table of possible engine classifications of this type

BoxerP	Serial Production Flat Engine
BoxerG	Modified Flat Engine, Gasoline
BoxerF	Modified Flat Engine, Fuel
BoxerBG	Supercharged/Turbocharged Flat Engine, Gasoline
BoxerBF	Supercharged/Turbocharged Flat Engine, Fuel

**APPENDIX TO SECTION 2
CLASSIFICATION OF MOTORCYCLES BY ENGINE DISPLACEMENT, FRAME TYPE,
ENGINE TYPE, AND FUEL TYPE**

Classification by engine displacement

Class designation	Engine displacement
50	50 cc
100	100 cc
125	125 cc
175	175 cc
250	250 cc
350	350 cc
500	500 cc
650	650 cc
750	750 cc
1000	1000 cc
1350	1350 cc
1650	1650 cc
2000	2000 cc
3000	3000 cc
3001	3001 cc and above
Ω (Omega)	Steam and turbine engine
E (Electric)	Electric motor

Classification by frame type, engine type and fuel type

Class	Frame type, engine type and fuel type
A-BF	Special Construction, Supercharged/Turbocharged Engine, Fuel
A-F	Special Construction, Modified Engine, Fuel
A-BG	Special Construction, Supercharged/Turbocharged Engine, Gasoline
A-G	Special Construction, Modified Engine, Gasoline
A-PBF	Special Construction, Supercharged/Turbocharged Push Rod Engine, Fuel
A-PBG	Special Construction, Supercharged/Turbocharged Push Rod Engine, Gasoline
A-PF	Special Construction, Push Rod Engine, Fuel
A-PG	Special Construction, Push Rod Engine, Gasoline

A-VBF	Special Construction, Supercharged Vintage Engine, Fuel
A-VBG	Special Construction, Supercharged Vintage Engine, Gasoline
A-VF	Special Construction, Vintage Engine, Fuel
A-VG	Special Construction, Vintage Engine, Gasoline
APS-BF	Special Construction Partial Streamlining, Supercharged/Turbocharged Engine, Fuel
APS-BG	Special Construction Partial Streamlining, Supercharged/Turbocharged Engine, Gasoline
APS-F	Special Construction Partial Streamlining, Modified Engine, Fuel
APS-G	Special Construction Partial Streamlining, Modified Engine, Gasoline
APS-PBF	Special Construction Partial Streamlining, Supercharged/Turbocharged Push Rod Engine, Fuel
APS-PBG	Special Construction Partial Streamlining, Supercharged/Turbocharged Push Rod Engine, Gasoline
APS-PF	Special Construction Partial Streamlining, Push Rod Engine, Fuel
APS-PG	Special Construction Partial Streamlining, Push Rod Engine, Gasoline
APS-VBF	Special Construction Partial Streamlining, Supercharged Vintage Engine, Fuel
APS-VBG	Special Construction Partial Streamlining, Supercharged Vintage Engine, Gasoline
APS-VF	Special Construction Partial Streamlining, Vintage Engine, Fuel
APS-VG	Special Construction Partial Streamlining, Vintage Engine, Gasoline
P-P	Serial Production Frame, Serial Production Engine
P-PP	Serial Production Frame, Serial Production Push Rod Engine
P-PB	Serial Production Frame, Serial Production Supercharged/Turbocharged
P-PV	Serial Production Frame, Serial Production Vintage Engine
SC-BF	Sidecar, Supercharged/Turbocharged Engine, Fuel
SC-BG	Sidecar, Supercharged/Turbocharged Engine, Gasoline
SC-F	Sidecar, Modified Engine, Fuel
SC-G	Sidecar, Modified Engine, Gasoline
SC-PBF	Sidecar, Supercharged/Turbocharged Push Rod Engine, Fuel
SC-PBG	Sidecar, Supercharged/Turbocharged Push Rod Engine, Gasoline
SC-PF	Sidecar, Push Rod Engine, Fuel
SC-PG	Sidecar, Push Rod Engine, Gasoline
SC-PP	Sidecar, Serial Production Push Rod Engine
SC-VBF	Sidecar, Supercharged Vintage Engine, Fuel
SC-VBG	Sidecar, Supercharged Vintage Engine, Gasoline

SC-VF	Sidecar, Vintage Engine, Fuel
SC-VG	Sidecar, Vintage Engine, Gasoline
M-BF	Modified, Supercharged/Turbocharged Engine, Fuel
M-BG	Modified, Supercharged/Turbocharged Engine, Gasoline
M-F	Modified, Fuel
M-G	Modified, Gasoline
M-PBF	Modified, Supercharged/Turbocharged Push Rod Engine, Fuel
M-PBG	Modified Supercharged/Turbocharged Push Rod Engine, Gasoline
M-PF	Modified, Push Rod Engine, Fuel
M-PG	Modified, Push Rod Engine, Gasoline
M-VBF	Modified, Supercharged Vintage Engine, Fuel
M-VBG	Modified, Supercharged Vintage Engine, Gasoline
M-VF	Modified, Vintage Engine, Fuel
M-VG	Modified, Vintage Engine, Gasoline
MPS-BF	Modified Partial Streamlining, Supercharged/Turbocharged Engine, Fuel
MPS-BG	Modified Partial Streamlining, Supercharged/Turbocharged Engine, Gasoline
MPS-F	Modified Partial Streamlining, Fuel
MPS-G	Modified Partial Streamlining, Gasoline
MPS-PBF	Modified Partial Streamlining, Supercharged/Turbocharged Push Rod Engine, Fuel
MPS-PBG	Modified Partial Streamlining, Supercharged/Turbocharged Push Rod Engine, Gasoline
MPS-PF	Modified Partial Streamlining, Push Rod Engine, Fuel
MPS-PG	Modified Partial Streamlining, Push Rod Engine, Gasoline
MPS-VBF	Modified Partial Streamlining, Supercharged Vintage Engine, Fuel
MPS-VBG	Modified Partial Streamlining, Supercharged Vintage Engine, Gasoline
MPS-VF	Modified Partial Streamlining, Vintage Engine, Fuel
MPS-VG	Modified Partial Streamlining, Vintage Engine, Gasoline
APS-Ω	Special Construction Partial Streamlining, Steam, Turbine Engine
P-Ω	Serial Production, Steam, Turbine Engine
A-Ω	Special Construction, Steam, Turbine Engine
SC-Ω	Sidecar, Steam, Turbine Engine
M-Ω	Modified, Steam, Turbine Engine
MPS-Ω	Modified Partial Streamlining, Steam, Turbine Engine
APS-E	Special Construction Partial Streamlining, Electric Motor

P-E	Serial Production, Electric Motor
A-E	Special Construction, Electric Motor
SC-E	Sidecar, Electric Motor
M-E	Modified, Electric Motor
MPS-E	Modified Partial Streamlining, Electric Motor

3. AUTOMOBILES. TECHNICAL REQUIREMENTS

Following are the requirements regulating automobiles participating in the «Baikal Mile» competition.

3.1. GENERAL REQUIREMENTS TO AUTOMOBILES

3.1.1. Automobile

An automobile is a land vehicle propelled by its own means, moving on at least four wheels that are not on the same line, which must always be in contact with the ground. Steering must be provided by at least two front wheels. The vehicle must be driven by at least two wheels. One pair of wheels must be on the same transverse centerline.

3.1.2. Appearance

All cars participating in the event must be serviced and presented in a neat appearance. All owners, riders and crew members are responsible for the maintenance of their pit area and will be expected to present a neat and respectable appearance.

3.1.3. OEM/original:

The term «OEM» or «original» is defined as a manufacturer's original equipment for the particular make, model and year of the automobile.

3.1.4. Classification of automobiles participating in the Competition is made in order of engine displacement, fuel class, body class, body type.

3.2. TECHNICAL SPECIFICATIONS & REQUIREMENTS TO AUTOMOBILES

3.2.1. Fuel

In all classes with no restrictions on the fuel used, except electric (E), it is possible to use any liquid fuel.

3.2.1.1. Gasoline

Gasoline must not contain any additional additives that do not meet its specification.

3.2.1.2. Diesel

Diesel must not contain any additional additives that do not meet its specification.

3.2.2. Frames/chassis

Except where expressly prohibited by class rules, any frame/chassis construction may be used. The frame/chassis structure must have sufficient strength to withstand bending or torsion. Full justification for frame/chassis construction strength lies with the owner/driver.

3.2.3. Shocks

A functional shock absorber is required for each sprung wheel (moveable, nonfixed/rigid).

3.2.4. Tire requirements

All tires must have been produced within the last 5 years as of the date of the current event.

It is the responsibility of the participant to check inflation pressures and tire and wheel condition immediately before and after every run.

All automobiles must use tires with corresponding speed index. The required speed rating is governed by the record speed in the class entered. Required speed indexes are indicated in Table 2.

Table 2.

Maximum allowed speed	Tire speed index
100 km/h	J
110 km/h	K
120 km/h	L
130 km/h	M
140 km/h	N
150 km/h	P
160 km/h	Q
170 km/h	R
180 km/h	S
190 km/h	T
200 km/h	U
210 km/h	H
240 km/h	V

270 km/h	W
300 km/h	Y
>240 km/h	Z or ZR

During the inspection, the Technical Inspection Committee may verify tires production dates and speed indexes.

3.2.5. Studs

It is obligatory to use studs in all classes.

Both studded tires, produced by manufacturers for winter time, and tires studded by participants themselves are allowed to the races.

Steel, titanium spikes, spikes made of superalloys that have a quality certificate, or designed directly for mounting in winter tires are allowed.

Through studding (with violation of the cord) – self-tapping, dowels and other homemade means – is allowed, but will entail a speed limit on long routes.

The maximum height of the spike is no more than 28 mm.

It is forbidden to put studs on the side surface of the tire.

It is the responsibility of the owner/driver to ensure correct studding. During the inspection, the Technical Inspection Committee will verify studding of tires before the competitions.

Participants may agree in advance with the Technical Inspection Committee on the choice of tires and studs by e-mail (contact details are in p. 1.4.).

3.2.6. Ballast

Ballast may be used in all categories. Ballast must be securely mounted with bolts to the frame structure. The use of hose clamps, wire, strapping, tape, and tie wraps, etc. for securing weight or ballast is prohibited.

It is recommended that the ballast be set as low as possible.

3.2.7. Canopies

Cabs may be covered with any non-flammable material and may be flexible unless otherwise specified in the class rules.

3.2.8. Four-wheel drive

Four-wheel drive systems are allowed in all classes.

3.2.9. Driver's clothing

All riders must wear a helmet. In vehicles without glass/windshields or windscreens and/or roof, a full-face helmet must be used. Protective driver's suit, gloves and underwear is highly recommended. In vehicles classes with motorcycle-type steering, equipment is required according to the section of the regulations for motorcycles (clause 2.3.). All items must be in a clean and serviceable condition.

3.2.10. Roll cages

ВСЕ АВТОМОБИЛИ, УЧАСТВУЮЩИЕ В МЕРОПРИЯТИИ, ДОЛЖНЫ БЫТЬ ОБОРУДОВАНЫ ПОЛНЫМИ КАРКАСАМИ БЕЗОПАСНОСТИ, за исключением класса Р (серийные автомобили) и класса М (модифицированные автомобили) с ограничениями.

ALL CARS, PARTICIPATING IN COMPETITION, MUST BE EQUIPPED WITH A FULL ROLL CAGE, except for the P (Serial Production) and M (Modified) classes with restrictions.

3.2.11. Seats

All cars, participating in competition, except for the P (Serial Production) and M (Modified) classes with restrictions, must be equipped with a special seat designed for racing. The seat must be made of a metal or alloy sufficient to hold the driver under a high load.

The seat must be securely fastened.

3.2.12. Seat belts

All cars, participating in competition, except for the P (Serial Production) and M (Modified) classes with restrictions, must be equipped with a minimum 4-point seat belts.

All belts must be in good condition and have a manufacturer's tag.

SEAT BELTS MUST BE INSTALLED TO THE MANUFACTURER'S SPECIFICATIONS.

3.2.13. Driver's compartment

The driver's compartment must be free from sharp edges, protrusions, brackets, etc. within close proximity of the driver. All enclosed driver's compartments must be equipped with a fresh air intake and adequate venting to carry away fumes.

All driver's compartments, driver's positioning, and surrounding structures must be designed to support good forward vision. All doors, hatches must be able to be opened from both inside and outside the vehicle without the use of tools.

The driver must be able to reach all switches, valves and levers while strapped securely in the seat, shall be able to exit the driver's compartment with ease.

3.2.14. Fuel systems

The complete fuel system must be well constructed and securely mounted. The tank filler cap must be securely mounted.

Plastic fuel lines are not permitted, except certified clear fuel lines. All fuel lines, which are not using original fittings, must use a metal clamp on each connection of flexible fuel line.

All fuel tanks, and shall be isolated from the driver's compartment.

Nitrous oxide tanks or any other type of oxidizer tank are considered the same as fuel tanks and must not be installed in the driver's compartment.

3.2.15. Fuel shutoff

All cars with other than stock fuel system shall have a fuel shut-off within the driver's reach.

3.2.16. Nitrous oxide systems

Nitrous oxide bottles and lines are considered to be a part of the fuel system and governed by all fuel system requirements (p. 3.2.14.).

Nitrous oxide bottles must be securely mounted with steel straps. When competing in the class G (Gasoline), all nitrous oxide bottles, lines and solenoids must be removed. Injectors may be removed or capped.

The nitrous oxide bottle pressure relief valve shall be vented away from the engine and rider.

3.2.17. Throttles

All cars must be equipped with a self-closing throttle.

3.2.18. Batteries

All batteries must be properly secured with metal hold-downs, framework and fasteners. The use of the original battery holder may not be sufficient.

Both wet cell and dry cell batteries may be mounted in the driver's compartment, however, the batteries must be sealed in a spill-proof box.

3.2.19. Steering

The steering column shall be rigidly mounted. All moving parts must operate freely without excessive play. The steering linkage must have sufficient clearance

between the body and the chassis. Steering must be assured by at least two (2) front wheels.

It is recommended that all steering system welds must be visually inspected on a frequent basis.

3.2.20. Exhaust system

Exhaust systems may be modified in all categories. Systems must be constructed in such a way that exhaust is directed past or away from the driver, fuel tanks, tires and course.

3.2.21. Fire extinguishing systems

It is recommended to use the automobile fire extinguishing system in all classes.

The application and installation shall be in accordance with the manufacturer's recommendations for the size and shape of the driver's compartment. The discharge rate should be designed to allow sufficient protection for the time it will take the car to stop.

Note: precautions must be taken to prevent suffocation of the driver. It is recommended that a cabin ventilation system or oxygen equipment be provided.

3.2.22. Windshields and windscreens

All non-original windows and windshields, must be made of impact-resistant plastic such as polycarbonate (Lexan) and must provide at least 120 degrees of front visibility.

Windshields are recommended on all open-body vehicles, but must not restrict the driver from entering or exiting.

3.2.23. Headlights

All plastic or glass elements of headlights shall be taped to fix in case of damage. Lamps inside may be rendered inoperative.

3.3. CLASSIFICATION BY ENGINE DISPLACEMENT

Engine classes are indicated in alphabetical form according to the internal combustion engine displacement. Engine displacement is indicated in cubic centimeters.

Engine displacement must not exceed the value in the specified class.

If more than one internal combustion engine is used, the nominal class volume is defined as the sum of the volumes of the engines installed in the vehicle.

All cars that use ONLY electric motors are in the same class - A.

The class of hybrid cars that use an internal combustion engine and electric motors is indicated by the volume of the internal combustion engine.

Class designation	Engine displacement
A	Over 8001 cc + electric
B	7001-8000 cc
C	6001-7000 cc
D	5001-6000 cc
E	4001-5000 cc
F	3001-4000 cc
G	2501-3000 cc
H	2001-2500 cc
I	1601-2000 cc
J	1001-1600 cc
K	501-1000 cc
L	251-500 cc
M	176-250 cc
N	100-175 cc
O	До 100 cc

3.4. CLASSIFICATION BY FUEL TYPE

Classification by fuel type is determined by the type of fuel used and is indicated in literal terms.

Class designation	Fuel type
G	Gasoline
D	Diesel
F	Fuel
V	Vintage
E	Electric

3.4.1. Gasoline – G

In this class only gasoline is used as fuel. Only gasoline may be used in internal combustion engines, according to the specification in p. 3.2.1.1.

The use of turbochargers, mechanical superchargers, injection of nitrous oxide, methanol, water, additional electric motors is prohibited.

3.4.2. Diesel – D

Only diesel may be used in internal combustion engines, according to the specification in p. 3.2.1.2.

Turbochargers and mechanical superchargers are allowed.

Nitrous oxide injection, methanol, water, and auxiliary electric motors are prohibited.

3.4.3. Fuel – F

All liquid fuels and all supercharging, water injection, methanol, nitrous oxide systems are allowed, as well as optional electric motors.

This class includes all vehicles with a hybrid powertrain that includes an internal combustion engine and electric motor/s, as well as energy recovery systems, etc.

3.4.4. Vintage – V

This class includes vehicles produced up to and including 1963, running on any liquid fuel. A prerequisite is that the engine must also have been produced before 1963 inclusive. All supercharging, water injection, methanol, nitrous oxide systems are permitted, even if they are not OEM.

The use of additional electric motors is prohibited.

3.4.5. Electric – E

This class includes vehicles with electric motors ONLY. The power of the electric motors used is not taken into account

3.5. CLASSIFICATION BY BODY CLASS

Classification by body class is based on changes that have been made to the chassis/body of the serial production car.

Class designation	Body class
P	Serial Production
M	Modified
S	Special Construction

3.5.1. Serial Production – P

This class includes cars that are serial produced and commercially available, have OEM components ONLY.

The use of non-original exhaust systems, brake systems, wheels, sports seats and suspension is allowed.

The car of this class must have a serial production interior, optics and all body panels. Non-original front and side screens and windows, body panels, bumpers, thresholds, spoilers are prohibited.

3.5.2. Modified – M

This class includes cars produced in series, but with serious improvements. It is obligatory to use the original chassis/body.

The presence of a roll-cage, or a fully equipped factory interior that meets all the requirements for production vehicles, is mandatory. In the second case, the use of the seat designed for racing with a minimum of 4-point seat belts is allowed. With the roll-cage, the seat designed for racing with a minimum of 4-point seat belts are mandatory.

Recommended condition – fire extinguishing system.

The use of non-original body panels, body kit, suspension, wheels, exhaust systems, steering systems, windshields and side windows, seats for competitions etc. is allowed.

Reinforcement of the original body/chassis with the round steel tubing and gussets, if they do not replace any bearing part of the body/chassis is allowed. Optics of the car is not important.

Changing the length of the wheelbase by shortening or lengthening the body is prohibited.

3.5.3. Special Construction – S

This class includes cars that have a non-serial production designed body, or a serial production body that has major changes.

A mandatory condition is the presence of a roll-cage and fire extinguishing equipment.

All other parameters are free, but not inconsistent with p. 3.1.1.

3.6. CLASSIFICATION BY BODY TYPE

Classification by body type includes the following categories:

Class designation	Body type
L	Sedan/Coupe
LM	Limousine
E	Hatchback/Station wagon
R	Convertible/Roadster
P	Pickup
T	Truck
M	Minivan/Bus
J	SUV
S	Sportcar
SS	Racing car
AT	All-terrain vehicle
TAT	Tracked all-terrain vehicle
SM	Snowmobile
HC	Hovercraft

3.6.1. Sedan/Coupe – L

Sedan/coupe is a type of enclosed passenger car body with a trunk, structurally separated from the passenger compartment. There are 2 or 4 doors.

3.6.2. Limousine – LM

Limousine is a type of enclosed passenger car or SUV body, structurally elongated compared to an ordinary car by means of an extended wheelbase. A characteristic feature is the presence of an insert between the front and rear doors or an extended roof behind the rear doors in combination with a glass partition between the front row of seats and the main saloon.

3.6.3. Hatchback/Station wagon – E

Hatchback/Station wagon is a type of enclosed passenger car body with a trunk, structurally integrated with the passenger compartment. There are 3 or 5 doors.

3.6.4. Convertible/Roadster – R

Convertible/Roadster is a type of passenger car with a folding roof. Can have one or two rows of seats, soft or hard folding roof.

3.6.5. Pickup – P

Pickup truck is a light truck with a closed cab and an open cargo area with low sides and a rear door. Maximum weight is up to 3.5 tons.

3.6.6. Truck – T

Truck is a vehicle, designed to transport cargo in the body or on a cargo platform. The maximum weight is more than 3.5 tons.

3.6.7. Minivan/Bus – M

Minivan/Bus is a passenger car with a single-volume body, has at least three rows of seats and the number of seats 7 or more.

3.6.8. SUV – J

SUV is a type of vehicle officially classified as a light truck (maximum weight is up to 3.5 tons), but designed for everyday use as a passenger transport.

Features: construction with a frame chassis as usual, wagon body type with a high landing of the driver and passengers, usually has three rows of seats, often has increased ground clearance and all-wheel drive.

3.6.9. Sportcar – S

Sportcar – is a class of two-seater passenger cars with higher speed characteristics and, accordingly, increased engine power and low body landing. Unlike racing cars, sports cars are designed to be driven on public roads.

Can have both rigid and folding roof. All models of sports cars are unique and do not have common platforms with coupe cars. Classic representatives of this class cars are Lamborghini, Ferrari, Porsche, etc.

3.6.10. Racing car – SS

Racing cars is the cars designed and built specifically for racing competitions. Unlike sports cars, racing cars have the most lightweight body, which lacks many important control systems and safety components. These vehicles are not allowed on public roads.

3.6.11. All-terrain vehicle – AT

All-terrain vehicle is a cross-country vehicle, designed to move in the absence of roads conditions with controls of automobile or motorcycle type.

3.6.12. Tracked all-terrain vehicle – TAT

Tracked all-terrain vehicle) is a high cross-country vehicle, designed to move in the absence of roads.

3.6.13. Snowmobile – SM

Snowmobile is a ski-tracked vehicle designed for driving on snow, with motorcycle-type controls.

3.6.14. Hovercraft – HC

Hovercraft is a vessel in which the entire mass or a significant part of it, underway or out of motion, is supported by the forces of excess air pressure, constantly pumped under the bottom in a cavity called an air cushion.