

# STANDARD DRIFT REGULATIONS (UK VERSION)

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Drift is a motorsport discipline in which the driver controls the car while it slides on an asphalt track. The driver is judged based on speed, trajectory, drift angle, and style of execution.

Competitions are organized according to the General Prescriptions of the FFSA, the standard regulations below, the specific regulations of the event, as well as the Technical and Safety Rules of DRIFT (RTS) and the Sporting Code.

All competitions are listed in the national calendar (NATIONAL DRIFT).

For each drift competition, specific regulations must be established. They will be sent to the FFSA at least two months before the date of the competition, which will issue a visa.

Demonstration events are held with the same technical and safety rules as DRIFT competitions listed in the calendar, but they can in no case result in the establishment of a ranking.

## GLOSSARY

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- **Battle:** Runs with two drivers
- **Clipping point:** Markers on the edge of the track that define the course and which drivers must approach as closely as possible without knocking them over. They can be positioned on the inside or outside of the trajectory.
- **One More Time:** Additional battle to decide between tied drivers
- **Drift:** Slide, derived from the English "to drift"...
- **RUN:** A run on the drift zone.
- **One Shot Battle: Battle that serves as qualification for the final rounds.**

## ARTICLE 1. ORGANIZATION

### 1.1. OFFICIALS

The list of officials (which will appear in the specific regulations) will be composed at a minimum of:

- A Race Director (license "DRIFT" or "CIRCUIT").
- A recommended Deputy Race Director.
- 3 judges holding a DRIFT Judge license or TRAINEE license, including one President.
- A technical commissioner.
- Track marshals.
- A recommended official in charge of relations with competitors (Sporting Commissioner or Chief Marshal License).

The prerogatives of a panel will be entrusted to the Race Director.

## 1.2. SCHEDULES

An event includes inspections, free practice, qualification rounds or One Shot Battle, finals (called battles), and the awards ceremony.

The schedules are defined by the specific regulations of the competition.

## 1.3. INSPECTIONS

### *Administrative Inspections*

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Administrative inspections are conducted according to the schedules provided in the specific regulations. They will focus on verifying the license or participation permit and the conformity of the entry form.

### *Technical Inspections*

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Preliminary technical inspections will take place after the administrative inspections. They will focus on the conformity of the only car entered by the competitor, on the car's safety elements, noise levels, and on the driver's safety equipment (approved suit, helmet, gloves, etc.).

It is the responsibility of the competitor to present a vehicle and equipment that comply with the current regulations and to maintain them in conformity throughout the event.

The start will be refused to any car not conforming for reasons of safety and/or noise.

Additional checks regarding the technical conformity of the cars may take place at any time upon request of the officials.

Every driver is required to present their car without delay upon any summons by the competition officials. The driver participates in the competition with the car that he/she presented at the technical inspection and which was approved.

The inspection takes place at a specific and unique location for all competitors or at the competitor's pit area. Only one person from the competitor's team is authorized during the inspection.

Modification of the vehicle after the technical inspection is not authorized (e.g., adding ballast).

## ARTICLE 2. INSURANCE

The organizer must have subscribed to a motor vehicle civil liability insurance policy in compliance with the legislative and regulatory texts of the Sporting Code. This insurance covers the civil liability of the organizer and the competitors. The civil liability insurance is included in the entry fees.

## ARTICLE 3. COMPETITORS AND DRIVERS

### 3.1. ENTRIES

The entry deadline will be set for the Monday of the week preceding the scheduled week of the event.

The entry application must be accompanied by the entry fee amount indicated in the specific regulations.

This amount remains with the organizer, except in case of administrative cancellation of the competition before its start, in which case the fees will be fully refunded. It includes the amount of the mandatory civil liability insurance premium.

No refund or compensation can be requested in case of interruption of the event.

In case of high demand, the organizer reserves the right to form a selection committee of 3 or more people (but an odd number) to review competitor applications and select the maximum number allowed according to their criteria.

Entries can be made for the season within the framework of a championship.

### **3.2. NUMBER OF STARTERS**

The maximum number of starters cannot exceed the number indicated in the specific regulations, with each organizer setting their limits according to the scheduled times.

### **3.3. COMPETITORS - LICENSES**

There will be only one driver (licensed) on board each car; passengers are prohibited.

A car may be driven by a maximum of 2 drivers (double entry) in the same competition for practice and qualifications at the organizer's discretion. If both drivers qualify in TOP 32 or TOP 16, only one of them can participate in the TOP 16 at the team's choice.

**Double entries are prohibited in the French Championship.**

Each driver will be equipped with the safety elements as described in the safety equipment chart.

A license or participation permit is mandatory to participate in competitions, training, or demonstrations.

Each driver of at least **14 years old** must present at the inspections a license issued by the FFSA and valid for the current year or a participation permit.

- A National or International competitor/driver license.
- A DRIFT Practitioner license.
- A DRIFT participation permit valid for a single competition. The application must be accompanied by a medical certificate attesting to the fitness for motorsport.

The driver must be licensed for the year to score points in the French Championship.

## ARTICLE 4. CARS AND EQUIPMENT

### 4.1. ADMITTED CARS

Cars must comply with the FFSA technical regulations and have been inspected during the technical checks before qualifications.

They must have a good level of presentation, with all body elements correctly attached. Front/rear bumpers and hoods must be present to access the track. In case of an on-track accident, an emergency solution can be found if possible, respecting the 5-minute rule for repairs, except for side skirts and bumpers. After repairs, the vehicle will be inspected for approval by the race direction.

*To facilitate towing, front and rear bumpers must use a quick-release system without tools.*

The vehicle must be repaired for the next race.

Noise will be checked and cannot exceed 100 dB (dynamic and static measurements). The control method is defined in the technical regulations.

Any car inspected and found non-compliant during preliminary inspections must be brought into compliance before the start of the competition.

Any car inspected during the competition and found non-compliant will see its competitor penalized. They will not be allowed to continue the competition until they have been inspected and found compliant. Their previous results acquired during the event will be canceled. In case of recurrence, they will be disqualified.

Any car found non-compliant during possible final inspections will be disqualified from the classification without scoring points.

Any infraction will be sanctioned by the Race Directors, with penalties up to disqualification according to the CSI rules.

### 4.2. NUMBERS

In accordance with the FFSA General Prescriptions.

- **ELITE numbers** will be assigned from 1 to 99 in order of the previous year's ranking or by order of registration.
- **PRO numbers** will be assigned from 101 to 199 in order of the previous year's ranking or by order of registration.
- **LOISIR numbers** will be assigned from 201 to 299 in order of the previous year's ranking or by order of registration.

## ARTICLE 5. ADVERTISING

*In accordance with FFSA General Prescriptions.*

*The top of the windshield must remain free for the sun visor sticker provided by the organizer, as well as the placement of race numbers or other partner stickers to be installed according to the vehicle identification sheet provided.*

*The locations provided in this sheet must be respected with a maximum tolerance of 10 cm and 45°. Stickers must be placed from the beginning of the event and must not be modified.*

*A personalized sticker kit is provided during the first registration for an event. Thereafter, the kit will be sold at cost price by the organizer to competitors.*

*Drivers agree to wear the cap provided by the organizer for the podium and official photos. Drivers are then allowed to wear their own colors and take photos once the official ceremony is over.*

*Any breach of these rules may result in disqualification with the loss of points.*

## **ARTICLE 6. SITES AND INFRASTRUCTURE**

### **6.1. COURSE**

Drift courses can be laid out on circuits or asphalt spaces (parking lots).

DRIFT competitions (competitions and demonstrations) must be organized according to the rules defined in the RTS (Technical Safety Rules).

To obtain the permit to organize from the FFSA, the organizer must, at least TWO months before the scheduled date, submit the specific regulations of the competition and a dossier specifying on dimensioned plans (A3 format) the locations and means of protection for spectators, the course layout, the location of emergency services, and the drivers' park.

**Under no circumstances can drivers and/or companions circulate in areas reserved for the competition.**

## **ARTICLE 7. CONDUCT OF THE EVENT**

All competitions will follow the following scheme:

### **7.1. DRIVER DISTRIBUTION**

Drivers will be divided into two categories:

#### **7.1.1. LOISIR CATEGORY**

Reserved for production cars from road production and/or meeting the technical regulations of PRO or ELITE cars. This category takes place without "battles" and cannot run at the same time as the PRO and ELITE category.

#### **7.1.2. PRO/ELITE CATEGORY**

##### **7.1.2.1. PRO Category**

Reserved for drivers with a car corresponding to the technical regulations.

### **7.1.2.2. ELITE Category**

Reserved for drivers with a car corresponding to the regulations and who finished in the top 5 of a national or international championship the previous year, as well as drivers selected by the jury or organizer according to performance criteria (generally the top 32 of the N-1 ranking).

**7.2.** The PRO and ELITE categories run together or separately but cannot be mixed with cars from the LOISIR category.

**7.2.1 In case of qualifications by One Shot Battle, drivers are assigned a number called "RANK." This number is based on the performances of season N-1 or the general ranking of the current season. This number allows the distribution of drivers between those automatically qualified for the Top 32 and those participating in the One Shot Battle.**

**7.3.** The LOISIR category will not compete in the finals (BATTLES).

## **7.4. INSPECTIONS**

### **7.4.1. PRELIMINARY INSPECTIONS**

Locations and schedules must be specified in the specific regulations. Any competitor presenting themselves late may not be admitted to the competition unless authorized by the Race Director.

### **7.4.2. ADDITIONAL INSPECTIONS**

Additional inspections during and after the competition may be decided by the competition officials (according to the CSI).

## **7.5. BRIEFING**

A briefing will be organized before the start of the competitions. The presence of all drivers (in driver attire) is mandatory and controlled by signing an attendance sheet. The presence of team leaders is allowed at the discretion of the Race Director depending on the case. Any absence, delay, or non-compliance with the driver attire will be sanctioned by exclusion from the next driving session.

The date, time, and location will be specified in the competition's specific regulations.

The race direction reserves the right to add or modify briefing schedules.

## **7.6. FREE PRACTICE**

Free practice may be organized. Cars participating during these free practices must comply with the current technical regulations according to their category.

Participants in these free practices must hold a valid license. The same applies to drivers participating in demonstrations.

If free practice is organized, the dates, locations, and schedules will be specified in the specific regulations.

Free practice may, at the organizer's choice, be managed in the same way as the qualifications of a competition, i.e., only one driver can be on the track at a time or only in battles. The race director authorizes departures accordingly.

Other types of conduct are prohibited, notably with more than 6 cars simultaneously on the track (e.g., Drift Train).

### **7.7. QUALIFYING ROUNDS**

Two qualification formats are possible: Qualifications or One Shot Battle.

#### **7.7.1. QUALIFICATIONS**

Each driver will have a maximum of 3 runs, plus an optional reconnaissance run. The running order will be determined by drawing lots or at the organizer's discretion.

Each run will be scored by the jury.

The best of the 3 runs will be retained to establish the ranking of the qualifying rounds.

In case of a tie during qualifications, the second-best score obtained will decide between the drivers.

The car used for the qualifying rounds will be the one used for the battles.

Despite weather changes or the onset of night, qualifications cannot be restarted.

#### **7.7.2. ONE SHOT BATTLE**

In a competition consisting of a Top 32, the 24 drivers with the lowest rank numbers will automatically be integrated into the Top 32 from places 1 to 24. The other 16 drivers will be integrated into the ONE SHOT BATTLE bracket.

These 16 drivers compete in a single battle.

At the end of these ONE SHOT BATTLES:

- The losers of this single round are eliminated from the competition. They will not be qualified for the Top 32 and will each score 10 participation points in the event.
- The winners of their ONE SHOT BATTLE qualify for the TOP 32 of their category.

The winners will join the TOP 32 in the following order:

- The winner of ONE SHOT 1 (25 vs. 26) joins the TOP 32 in 25th place.



- The winner of ONE SHOT 2 (27 vs. 28) joins the TOP 32 in 26th place.
- The winner of ONE SHOT 3 (29 vs. 30) joins the TOP 32 in 27th place.
- The winner of ONE SHOT 4 (31 vs. 32) joins the TOP 32 in 28th place.
- The winner of ONE SHOT 5 (33 vs. 34) joins the TOP 32 in 29th place.
- The winner of ONE SHOT 6 (35 vs. 36) joins the TOP 32 in 30th place.
- The winner of ONE SHOT 7 (37 vs. 38) joins the TOP 32 in 31st place.
- The winner of ONE SHOT 8 (39 vs. 40) joins the TOP 32 in 32nd place.

In a competition consisting of a Top 16, the 12 drivers with the lowest rank numbers will automatically be integrated into the Top 16 from places 1 to 12. The other 8 drivers will be integrated into the ONE SHOT BATTLE bracket.

These 8 drivers compete in a single battle.

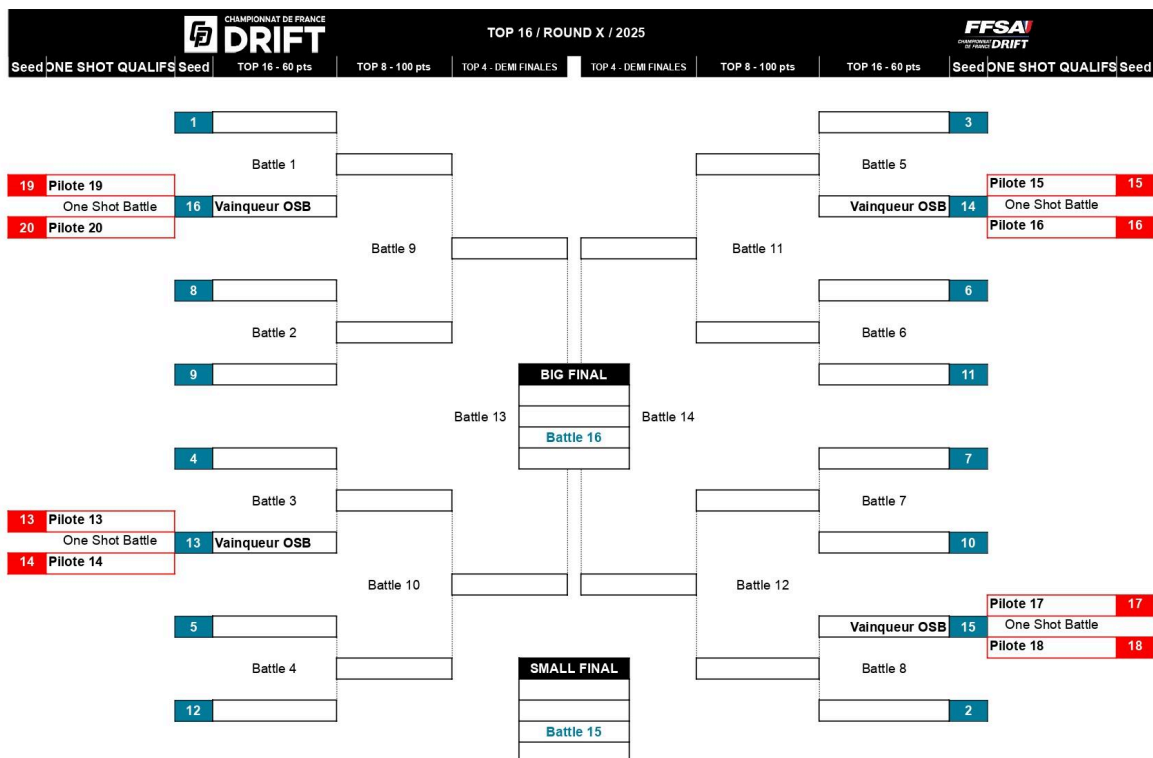
At the end of these ONE SHOT BATTLES:

- The losers of this single round are eliminated from the competition. They will not be qualified for the Top 16 and will each score 10 participation points in the event.
- The winners of their ONE SHOT BATTLE qualify for the TOP 16 of their category.

The winners will join the TOP 16 in the following order:

- The winner of ONE SHOT 1 (13 vs. 14) joins the TOP 16 in 13th place.
- The winner of ONE SHOT 2 (15 vs. 16) joins the TOP 16 in 14th place.
- The winner of ONE SHOT 3 (17 vs. 18) joins the TOP 16 in 15th place.
- The winner of ONE SHOT 4 (19 vs. 20) joins the TOP 16 in 16th place.

See an example of a Top 32 and Top 16 final bracket in the appendix.



## 7.8. BATTLES (TOP 32 OR TOP 16)

**In case of traditional qualifications (see 7.7.1),** the top 32 or top 16 drivers (depending on the number of starting drivers) in the combined PRO and ELITE category will qualify for the finals. (LOISIR drivers do not compete in the final phase).

Drivers will be opposed one-on-one (BATTLE) over 2 runs scored by the judges, with an optional warm-up.

If the number of participants does not allow for a Top 32, or if the schedules do not permit it, the organizer can proceed with a Top 16, which will pit the top 16 qualified drivers against each other.

## 7.9. PRESENCE ON PRE-GRID

In all races, practices, qualifying rounds, or battles, drivers in attire and with their car are required to be present at least 10 minutes before the scheduled departure time in the pre-grid area.

In the absence of a warm-up lap, an area will be set up between the queue and the starting zone. Competitors have a maximum of 60 seconds to perform this warming up. Any static burnout is prohibited.

The race starts at the entrance of the warm-up zone, and the 5-minute rule applies at the entrance of the warm-up zone.

## 7.10. SCORING

**Principle:** Each RUN will be judged by the 3 Drift judges listed in the competition's specific regulations or by a telemetry system on the following criteria: Speed, trajectory, angle, and style.

Each RUN may be filmed to facilitate judgment.

In all phases of the competition, the driver must show that he maintains perfect control of his car.

### 7.10.1. FOR QUALIFYING ROUNDS

The jury evaluates each driver's performance, who will be scored out of 100 points. Telemetry may be used to refine the scoring.

- **X points** for respecting Clipping Points (respecting the imposed trajectory). Drivers must pass as close as possible to these Clipping Points without knocking them down. If a cone is brushed or moves while remaining in place, the maximum score will be considered. If it falls or is propelled, it's a penalized fault.
- **X points** for the drift angle on the initiation zone and on the course.
- **X points** for the entry speed on the initiation zone and on the course. The higher the speed, the better the score. This speed may be measured by electronic devices such as GPS or laser measuring guns.
- **X points** for the overall feeling of the performance and style enhancing the spectacle.

Each driver is entitled to a maximum of 4 runs, including an optional reconnaissance run and a maximum of 3 runs scored by the judges.

Each judge establishes their score per run.

The average of each judge's scores or the telemetry score is then calculated to establish a unique result for each scored run.

The best score will be taken into account to establish the ranking.

In case of a tie, the second-best score will be considered; in case of a new tie, the drivers will be separated based on their position in the current or previous year's championship or by order of number.

A repechage can be conducted to complete the battle grid if some drivers had runs with scores equal to 0.

#### **7.10.1. FOR "ONE SHOT BATTLES"**

**THE ONE SHOT BATTLES ARE THE QUALIFYING PHASES OF A DRIFT COMPETITION. THEY PIT DRIVERS RANKED AS FOLLOWS (IN THE CASE OF A TOP 32 BRACKET):**

**25TH AGAINST 26TH,**

**27TH AGAINST 28TH,**

**AND SO ON UP TO THE 40TH PLACE,**

**THUS PROCEEDING TO SUCCESSIVE ELIMINATIONS THAT DETERMINE THE 8 DRIVERS WHO INTEGRATE THE TOP 32.**

**THE JURY APPLIES THE SAME SCORING AS FOR THE BATTLES IN POINT 7.10.2.**

#### **7.10.2. FOR THE "BATTLES"**

The battles are the final phases of a drift competition. They pit qualified drivers against each other in the following order:

- 1st against 32nd,
- 2nd against 31st,
- and so on,

thus proceeding to successive eliminations until the final victory that will determine the winner.

They consist of 3 runs distributed as follows for the drivers:

- **1 optional warm-up run** called "warm-up" aimed at heating mechanical elements and also allowing drivers to get their bearings. Drivers will be positioned in the order of the first scored run.
- **1 run as "Leader"** In this position, the driver must perform the best possible "qualification" type run, allowing a "chaseable" run by the follower.

- **1 run as "Chaser"** In this position, the driver must demonstrate to the judges that he is able to replicate the leader's run while being as close as possible and in the leader's trace.

Scoring of battles is done by distributing 10 points between the two opponents based on one's superiority over the other. The score with the intermediate advantage may be given before the start of the second run of the battle.

(Example: a tie gives 5/5, slight superiority gives 6/4, and so on.)

After the scored runs, the judges will determine the winner of the battle.

In case of a tie, for example, 6/4 in the first scored run and 4/6 in the second, the judges will order the battle to be redone (One More Time). In this case, there is no need to redo a warm-up run. A maximum of 3 One More Times can take place at the organizer's discretion. In the case of a One More Run (a single run after a tie in a battle to decide between the 2 competitors), the better-qualified driver of the 2 pilots will have the choice of his position as Leader or Follower. Possible authorizations for tire changes will be specified at the briefing depending on race conditions.

The leader on the 1st run will be the better-qualified of the 2 competitors.

## **7.11. PRINCIPLE OF BATTLES**

### **7.11.1. FOR THE LEADER DRIVER**

He "drifts" at his maximum under the same conditions as the qualifications and according to the judges' recommendations, trying not to make mistakes. His speed must be identical to the qualification speed under constant conditions.

All tactics to slow down the follower are prohibited.

### **7.11.2. FOR THE CHASING DRIVER**

The follower must demonstrate his ability to stick to the leader without overtaking him. He must drive in the leader's "tracks," trying to do as well as him or even better. If the follower reduces his drift angle to gain speed and stay close to the leader or overtake him, the follower will lose points. The follower should, logically, not overtake the leader during a battle. However, he may do so to avoid a dangerous situation and/or one that would affect the proper conduct of the battle (at the judges' discretion).

## **7.12 MECHANICAL PROBLEM**

### **7.12.1. PRESENTATION ON PRE-GRID**

It is the competitor's responsibility to be ready at least 10 minutes before his run in the warm-up zone with tires and a fuel level allowing him to perform at least 2 consecutive runs.

Between run 1 and 2 of a battle, competitors must reach the starting line as soon as possible, respecting the race direction's instructions under penalty of being given a 0.

If a competitor is absent at the start, the run will be launched with the only present competitor who must at least perform the start and initiation to prove to the judges that he is able to compete despite the absence of the 2nd driver.

#### **7.12.2. MECHANICAL INTERVENTIONS**

Any mechanical intervention on the vehicle between 2 runs results in disqualification with loss of points on the ongoing battle, except for checking the attachment of body elements at the organization's request. The driver must not get out of his car unless requested by the organization. It is not possible to adjust tire pressure or spray a liquid by a third party to cool the engine.

In the case of a "One More Time," the driver is not authorized to get out of his car. The competitors' mechanics have a maximum of 5 minutes from the vehicle's immobilization in their pit to change tires and/or work on the vehicle.

#### **7.12.3. MECHANICAL ZONE**

In certain cases specified at the briefing, a mechanical zone may be set up near the waiting area on the track; returning to the paddock is then prohibited. In this case, only **3 mechanics per competitor** will be accepted in the zone. Competitors must plan for the delivery of fuel, tires, and tools necessary for their installation.

OMTs may be grouped at the end of the round to favor track flow.

In some cases, if the organizer chooses the One More Run or only one One More Time, tire changes may be prohibited. This can be implemented to limit costs and the number of tires used by competitors. A set of rear tires must then cover at least 4 consecutive runs without returning to the paddock.

The mechanical zone is non-smoking.

*La zone mécanique est non-fumeur.*

#### **7.12.4. 5-MINUTE RULE**

The 5-minute rule will be applied if the competitor does not present himself on the pre-grid at the race direction's request during qualifications, One Shot Battle, or battles. No delay will be granted in case of exceeding the 5-minute rule or if the competitor does not show up for his qualification run or battle run.

Depending on the paddock configuration, the race direction may adjust this rule during the drivers' briefing.

#### **7.12.4. MECHANICAL JOKER**

In case of a mechanical problem before the start of a battle during the TOP32/16, each competitor has the right to request **once per event** to postpone his battle to the end of the round without overflowing into the next round. However, it is recommended to do this battle as soon as possible.

### **ARTICLE 8. RIGHTS & DUTIES OF DRIVERS**

Drivers must present themselves at the start of each RUN in mandatory attire. They must remain so throughout the competition; otherwise, they may not be authorized to participate.

Contacts that may cause the leader's trajectory to change are prohibited. They will be penalized with 0 points in the run at the judges' discretion.

The driver of a broken-down car immobilized on the track must try to pull over. He obeys the track marshals and/or officials. He does not get out of his car except in case of force majeure and unless an official authorizes it. Once stopped, the driver cannot restart on his own initiative.

It is strictly forbidden to push his car.

A car immobilized on the circuit will be towed by the organization. Under no circumstances is the driver's team authorized to enter the circuit, under penalty of disqualification of the concerned driver. In case of fire, it is recommended to approach a marshal post if possible.

From the first battle of the Top 4, the 4 drivers concerned must be installed in their car ready to drive and no longer get out until the end of their competition unless an exceptional request is made to an official. It is forbidden to get out of the car during the announcement of results unless requested by a member of the organization.

Due to their actions, those of their team members or guests, a driver will be immediately disqualified from the event or championship in case of endangering others or disrespecting anyone. The driver and his entourage must always demonstrate safety and professionalism. No negligence or transgression will be tolerated.

Each driver or team member can discuss with officials and ask questions during the event, practices, briefings, or the post-race debriefing that takes place the week after the race but not during qualifications or battles. When present, the CRAC is the competitors' preferred interlocutor during competition phases. he race direction has all means to gather information from drivers and/or their teams to clarify certain facts.

If a driver, or his entourage, has inappropriate behavior on-site or on the internet (before, during, and after the event) towards the organization or an official, he may be disqualified.

Each driver is responsible for his image, his team, and/or his guests who must respect the same rules.

Movements within the practice site with unregistered motorized vehicles are prohibited.

Doping, i.e., the use of substances intended to artificially and temporarily increase physical abilities and likely to harm the health of practitioners, is strictly prohibited. Offenders and those who have refused to undergo doping control will be disqualified for the current year and may also be subject to additional disciplinary sanctions. (See Disciplinary Regulations on Anti-Doping established by the FFSA.)

Officials may request to view videos from cameras installed by competitors in their cars to perfect an opinion. Refusal to present these videos may be considered an aggravating factor.

All damage caused to circuit facilities will be borne by the drivers who caused them.

Throughout the competition, static burnouts are PROHIBITED under penalty of disqualification from the competition.

Any behavior deemed dangerous may be sanctioned by the Race Director, with penalties up to disqualification.

## ARTICLE 9. PROTESTS & APPEALS

*See FFSA General Prescriptions.*

Official protests are accepted in writing after the race, describing the facts. No contestation of the results is possible. A driver who initiates an unfounded protest procedure risks a total or partial loss of points earned during the event. In case of a justified protest, the decision taken will be published.

An official announcement will be made after each race on any ongoing procedures.

## ARTICLE 10. SAFETY & ENVIRONMENT

In the pit area reserved for mechanical interventions, a waterproof tarp of at least 6m x 3m minimum will be placed under the car. A waterproof tarp will also be placed under assistance vehicles (optional) to prevent any oil or hydrocarbon leaks on the ground. Tarps cannot be cleaned on-site.

Ground staking of structures is strictly prohibited.

Each driver must manage all their waste, including tires and household waste. Either they will be placed in dumpsters provided by the organization, or they will be taken back by the driver.

Each structure must have a fire extinguisher (minimum 6 kg) installed visibly and within reach of assistants.

Vehicles such as scooters, quads, bikes, etc., are allowed (unless specific prescriptions).

In the park and access roads to the track, the speed of race cars and other vehicles is limited to a maximum of 5 km/h. Any infraction will be sanctioned by the Race Director, with penalties up to disqualification.

Any infraction observed on one of the above points will be sanctioned by a fine of €200 per infraction. The penalty amount is retained by the organizer.

Moreover, the driver must comply immediately under penalty of being disqualified from the event.

Competitors must respect the maximum speed of 5 km/h outside the track. Safety stands must be used when working under the vehicle.

## ARTICLE 11. PENALITES

### 0 points during qualifications or battles

- Spin, including in the acceleration or deceleration zone.
- Obvious understeer (vehicle goes straight with front wheels turned).
- Not staying on the track (No wheel should be off the track or as recommended at the briefing).
- Using techniques deemed unfair or dangerous.
- Hitting an opponent (intentional or not) and causing them to change trajectory; light contacts without risk are tolerated at the judges' discretion.
- Not performing or finishing the run despite the Start Signal.
- Being more than 10% slower in a battle than in qualification (if telemetry is available, at judges' discretion and under constant race conditions).
- Drifting in the opposite direction to judges' instructions.
- Re-grip.
- Having a hood that opens, obstructing visibility and thus safety.
- Having a door that opens or detaches.
- A tire coming off the rim during the first battle run results in mechanical abandonment on run 2.

### Reduction of Judges' Score

- Driving error, non-compliance with judges' expectations (expressed during the driver briefing).
- Deliberately "slow" drifting in a battle.
- Touching or knocking down a Clipping Point.
- Re-grip.

### Disqualification from the Event or a Run

- Behaviors deemed dangerous on the track or in the infrastructure (paddock, etc.).
- Inappropriate speeds off the track.
- "Wild" tests in unauthorized places, including paddocks.
- Unsportsmanlike conduct.
- Non-compliance with signaling and orders from officials and marshals.
- Technical non-compliance.
- Doping infraction (alcohol and narcotics).
- Failure to comply with any important instruction specified during the driver briefing.
- Non-respect of the driver's duties and/or his team.
- Non-compliance with the regulations.



## ARTICLE 12. CLASSIFICATIONS

For a demonstration, no classification can be made.

In a drift race, two classifications are considered:

- **In case of traditional qualifications (see 7.7.1)**, initially the qualification ranking (overall ranking of the event in the Loisir category) which allows establishing the order of passage for the finals.
- A final ranking of battles by elimination to determine the overall ranking of the competition in the Pro/Elite category.

### **Qualifications :**

- Each driver is entitled to a maximum of 4 runs, including an optional reconnaissance run (warm-up) and a maximum of 3 runs scored by the judges.
- Each of the 3 judges establishes their score per run.
- The average of each judge's scores or the telemetry score is then calculated to establish a unique result for each scored run.
- The best score of the competitor's 3 runs will then be kept to define the ranking.
- The top 32 or 16 drivers will qualify for the finals, depending on the finals configuration chosen by the organizer (configuration that must be previously specified by the organization during the briefing).
- A repechage to complete the battle grid can be organized if some competitors had scores of 0.

### ***Finales (Battles)***

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The classification of the drift competition finals is done by elimination. As specified in article 7.10.2, the finals pit 2 previously qualified drivers against each other. In each battle, one of the 2 drivers is eliminated. The remaining driver will face another winner of his battle in a subsequent phase until only one competitor remains as the winner of the competition.

From 32 in the first final phase, it goes to 16 drivers, then 8, then 4, etc., until the final victory.

The initial order of passage of the finals takes place in the following order:

See an example of a Top 16 and Top 32 final bracket in the appendix.

### ***Classement Féminin***

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**At the end of the competition, an independent FEMALE ranking can be extracted to establish a specific ranking.**

### ***Team Ranking***

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*A team ranking can be proposed by the organizer.* In this case, each team can be composed of a maximum of 2 to 4 drivers. During the season, the individual points of the 2 best drivers of each race are counted for the team ranking.

It is forbidden to change teams during the season.

### ***Ranking in Case of Race Interruption***

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A ranking will be established as follows:

- If the race is interrupted before the start of qualifications or during the first qualification run, all registered drivers score the points and coefficients related to their registration.
- If the race is interrupted during the second qualification run, the final ranking of the event will be that of run 1 of the qualifications and the points awarded.
- If the race is interrupted during an unfinished TOP32/16/8/4/2 bracket, drivers eliminated in the previous round will score points based on the level reached.
- Drivers still in the unfinished bracket cannot be awarded points for the next round.

The overall ranking of the event will be made by adding the qualification points to those of the battles.

## **ARTICLE 13. PRIZES**

The amount of distributable prizes must appear in the specific regulations of the competition.

For demonstrations, no prizes can be awarded.