

*The present regulations have been drafted in French and English. In the event of any dispute regarding its interpretation, only the French version shall be considered the official version.*

# STANDARD DRIFT REGULATIONS

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

Competitions are organised according to the General Prescriptions of the FFSA, the standard regulations below, and the specific regulations for the event, as well as the Technical and Safety Rules of DRIFT (TSR) and the Code of Sport.

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

For each drift competition, a specific set of rules must be established. It will be sent to the FFSA no later than two months before the competition date, which will issue a visa.

The **competition events** called demonstration take place with the same technical and safety rules as the DRIFT competitions listed in the calendar, but they cannot in any case lead to the establishment of a ranking.

## **GLOSSARY**

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- Battle: Runs with two drivers **during the final stages.**
- 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 either inside or outside the racing line.
- One More Time: Additional battle to break the tie **during the final stages.**
- Drift: Slide, comes from the English word "to drift" .....
- RUN: A track on the drift area.
- ***One Shot Battle: A battle that serves as a qualification for the final rounds.***

## **ARTICLE 1. ORGANISATION**

### **1.1. OFFICIALS**

The list of officials (which will necessarily appear in the supplementary regulations) **will necessarily** be composed of at least:

- A Race Director (with a "DRIFT" or "CIRCUIT" licence).
- An Assistant Race Director (***advised***).
- 3 judges holding a DRIFT Judge licence or TRAINEE, including one President.
- A technical steward.
- Track marshals.
- An official responsible for competitor relations (***advised***) (Sporting steward or chief marshal licence).

The responsibilities of a committee will be entrusted to the Race Director.

### **1.2. TIMETABLE**

An event includes scrutineering, free practice, qualifying heats ***optional For One Shot Battles***, finals (called battles), and the prize-giving ceremony.

The schedule is defined by the specific rules of the competition.

### 1.3. SCRUTINEERING

#### Administrative checks

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The administrative checks will take place according to the schedule set out in the supplementary regulations. They will cover the verification of the licence or participation title and the compliance of the entry form.

#### Technical checks

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The preliminary technical checks will take place after the administrative checks. They will focus on the compliance of the entered cars with regard to the car's safety elements, noise levels, and the driver's safety equipment (suit, helmet, gloves, etc.). Each driver will only be allowed to present one car.

It is the competitor's responsibility to present a **vehicle cars** and equipment that comply with the current regulations and to maintain compliance throughout the event.

Le départ sera refusé à toute voiture non conforme pour raisons de sécurité et/ou de bruit.

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

Additional checks regarding the technical compliance of the cars may be conducted. Each driver is required to present their car promptly at any request from the competition officials. The driver participates in the competition with the car they 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. Only one person from the competitor's team is allowed during the inspection. Any modification of the car after the technical inspection is not permitted (for example, adding ballast).

## ARTICLE 2. INSURANCES

The organiser must have taken out a motor vehicle liability insurance policy that complies with the legislative and regulatory provisions of the Sports Code. This insurance covers the liability of the organiser and the competitors. The liability insurance is included in the entry fees.

## ARTICLE 3. COMPETITORS AND DRIVERS

### 3.1. COMMITMENTS

The closing date for entries will be set for the Monday of the week preceding the week scheduled for the event.

The entry request must be accompanied by the entry fee specified in the supplementary regulations. This amount is non-refundable to the organiser, unless the competition is cancelled administratively before it begins, in which case the entry fee will be fully refunded. It includes the amount for the mandatory civil liability insurance premium.

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

In the case of high demand, the organiser reserves the right to form a selection committee of three or more people, but always an odd number, to review the competitors' applications and select the maximum number allowed according to their criteria.

Entries can be made for the season as part of a championship. No refund or compensation can be requested in the event of the event being interrupted.

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### 3.2. NUMBER OF PARTICIPANTS

The maximum number of participants shall not exceed the number specified in the specific regulations, with each organiser setting their limits based on the scheduled times.

### 3.3. COMPETITORS - LICENCES

There will only be one driver (licensed) in each car, passengers are not allowed.

A car may be driven by a maximum of two drivers (double driving) in the same competition for practice and qualifying, at *the organiser's discretion*. If both drivers qualify for the TOP 32 and then the TOP 16, only one of them will be allowed to participate in the TOP 16, at the team's discretion.

**Les doubles montes are prohibited in the French Championship.**

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

A licence or participation title is mandatory to take part in competitions, training sessions, or demonstrations.

Each driver aged 16 or over must present a licence issued by the FFSA and valid for the current year, or a participation title, during the checks.

- A national or international competitor/driver licence.
- A DRIFT Practitioner licence.
- A DRIFT participation title valid for a single competition. The request must be accompanied by a medical certificate confirming fitness for motorsport.
- The driver must be licensed for the year in order to earn points in the French Championship.

## ARTICLE 4. CARS AND EQUIPMENT

### 4.1. ADMITTED CARS

The cars must be those accepted by the FFSA technical regulations and must have been checked during the technical scrutineering before the qualifying sessions.

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

*In order to facilitate repairs, the front and rear bumpers must use a quick-release system without tools.*

The vehicle must be repaired for the next race.

The noise will be monitored and must not exceed 100db (both dynamic and static measurements). The control method is defined in the technical regulations.

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

Any car found non-compliant during the competition will result in a penalty for the competitor. They will not be allowed to continue the competition until the car has been inspected and found compliant. Any previous results obtained during the event will be cancelled. In case of recurrence, the competitor will be disqualified.

Any car found non-compliant during the final checks will be disqualified from the standings and will not score any points.

Any infringement will be penalised by the Race Directors, with penalties ranging up to disqualification according to the CSI rules.

## **4.2. NUMBERS**

*Compliant with the FFSA General Regulations.*

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

## **ARTICLE 5. ADVERTISING**

*In accordance with FFSA General Regulations.*

The top of the windscreen must remain clear for the sunstrip sticker provided by the organiser, as well as the location for race numbers or other sponsor stickers to be placed according to the vehicle identification sheet provided.

The locations specified in this sheet must be adhered to, with a maximum tolerance of 10cm and 45°. The stickers must be placed at the start of the event and must not be altered.

A personalised sticker kit is provided upon the first ~~participation~~ registration for an event. Subsequently, the kit will be sold at cost price by the organiser to the competitors.

The drivers agree to wear the cap provided by the organiser for the podium and official photos. Drivers are then allowed to wear their own colours and take photos once the official ceremony is over.

Any failure to comply with these rules may result in disqualification and the loss of points.

## **ARTICLE 6. SITES AND INFRASTRUCTURES**

### **6.1. JOURNEY**

Drift courses can be laid out on circuits or asphalt areas (car parks).

DRIFT competitions (both competitions and demonstrations) must be organised in accordance with the rules defined in the R.T.S. (technical safety regulations).

To obtain the permit to organise an event from the FFSA, the organiser must submit, at least **two months** before the scheduled date, the specific competition regulations and a dossier detailing, with scaled plans (A3 format), the locations and protective measures for spectators, the competition layout, the location of emergency services, and the paddock area.

**Under no circumstances may drivers and/or accompanying persons enter the areas reserved for the competition.**

## ARTICLE 7. PROCEEDINGS OF THE EVENT

All competitions will take place according to the following format:

### 7.1. DRIVERS DISTRIBUTION

The drivers will be divided into two categories:

#### 7.1.1. LEISURE CATEGORY

Reserved for production cars derived from road-going models and/or complying with 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 categories.

#### 7.1.2. PRO/~~ELITE~~/~~ELITE~~ CATEGORY

##### 7.1.2.1. PRO Category

Reserved for drivers with a car that meets the technical regulations.

##### 7.1.2.2. ELITE Category

Reserved for drivers with a car that meets the regulations and whose drivers finished in the top 5 of a national or international championship the previous year, as well as drivers selected by the jury or organiser based on performance criteria (generally the top 32 in the previous year's standings).

**7.2.1** The PRO and ELITE categories race together or separately, but they cannot be mixed with cars from the LOISIR category.

*7.2.2 In the case of qualification by One Shot Battle, drivers are assigned a number called "RANK". This number is based on the performances of the previous season (N-1) or on the overall standings of the current season. This number is used to separate drivers into those automatically qualified for the Top 32 and those participating in the One Shot Battle.*

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

### 7.4. CHECKS

#### 7.4.1. CHECKS ~~PRECONDITIONS~~ PRELIMINARY

The locations and times must be included in the specific regulations. Any competitor arriving late will not be admitted to the competition unless authorised by the Race Director.

#### 7.4.2. FURTHER CHECKS

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

## **7.5. BRIEFING**

A briefing will be organised before the start of the competitions. The presence of all the drivers (~~in driver's gear~~) (*in suit*) is mandatory and controlled by signing an attendance sheet. The presence of the team leaders is allowed at the discretion of the Race Director depending on the cases. Any absence, delay or failure to respect the dress code ~~will be sanctioned by a fine of €50.~~ *Any absence, delay or failure to respect the driver's dress code will result in exclusion from the next track session.*

La date, l'heure et le lieu seront précisés au règlement particulier de la compétition.

La direction de course se réserve le droit d'ajouter ou de modifier les horaires de briefing.

## **7.6. FREE PRACTICE**

Free practice sessions may be organised. The cars evolving during these free practice sessions must comply with the technical regulations in force according to the category of evolution.

The participants in these free practice sessions must hold a valid licence. The same applies to drivers participating in demonstrations.

If the free practice sessions are organised, the dates, locations and times will be specified in the supplementary regulations.

The free practice sessions may, at the organiser's discretion, be managed in the same way as the qualifying sessions of a competition, *meaning that only one driver may be on track at a time or only in battles.* The race director gives the authorization for the starts accordingly.

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

## **7.7. QUALIFYING RUN**

*Two formats of qualifications are possible: Qualifications or One Shot Battle.*

### **7.7.1. QUALIFYING**

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

Each run will be judged by the jury.

The best of the 3 runs will be used to determine the ranking of the qualifying rounds.

In case of a tie during the 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, the qualifications cannot be restarted.

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

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

*These 16 drivers will face off in a single battle.*

At the end of these ONE SHOT BATTLE:

The losers of this single round are eliminated from the competition. They will not qualify for the Top 32 and will each score 10 participation points for the event.

The winners of their ONE SHOT BATTLE qualify for the TOP 32 of their category.

The winner of the ONE SHOT 1 (39 vs 40) will join the TOP 32 in 32nd place.

The winner of the ONE SHOT 2 (25 vs 26) will join the TOP 32 in 25th place.

The winner of the ONE SHOT 3 (33 vs 34) will join the TOP 32 in 29th place.

The winner of the ONE SHOT 4 (31 vs 32) will join the TOP 32 in 28th place.

The winner of the ONE SHOT 5 (35 vs 36) will join the TOP 32 in 30th place.

The winner of the ONE SHOT 6 (29 vs 30) will join the TOP 32 in 27th place.

The winner of the ONE SHOT 7 (27 vs 28) will join the TOP 32 in 26th place.

The winner of the ONE SHOT 8 (37 vs 38) will join the TOP 32 in 31st place.

As part of a competition made up of a Top 16, the 12 drivers with the lowest ranking numbers will automatically be integrated into the Top 16 from positions 1 to 12. The other 8 drivers will be integrated into the ONE SHOT BATTLE bracket.

These 8 drivers will compete in the form of 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 qualify for the Top 16 and will each earn 10 participation points for the event.

The winners of their ONE SHOT BATTLE are qualified for the TOP 16 of their category.

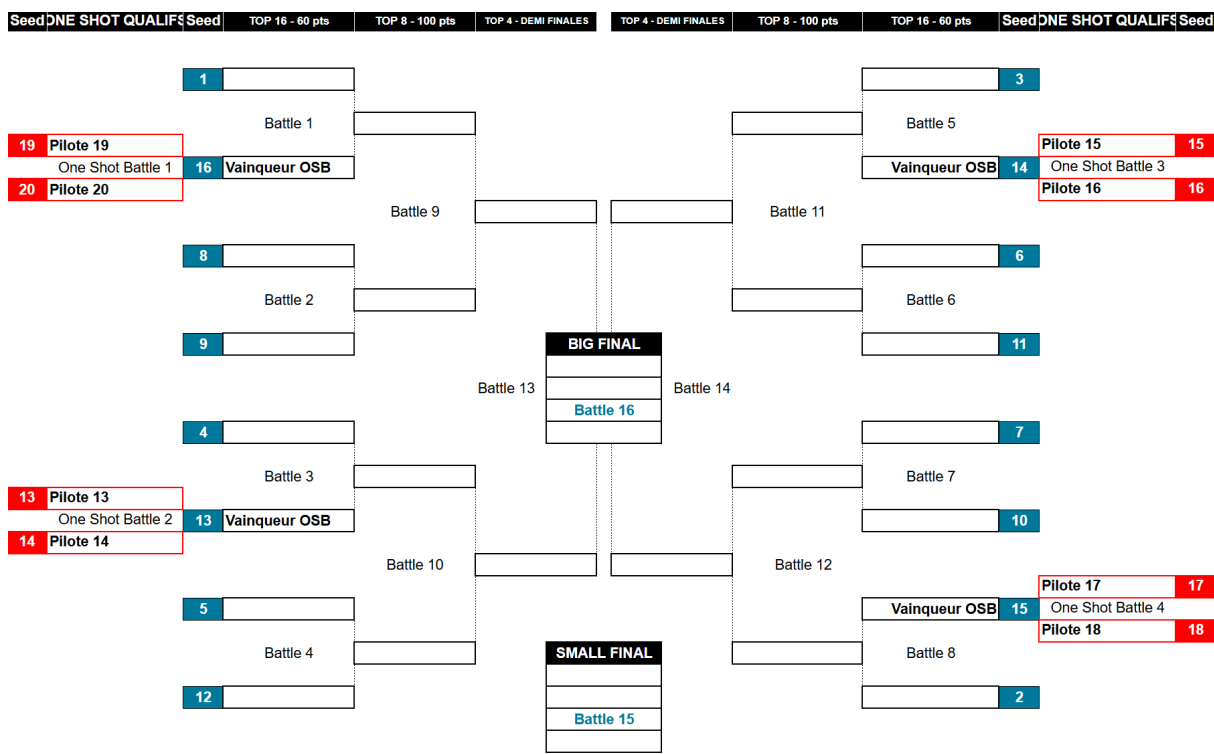
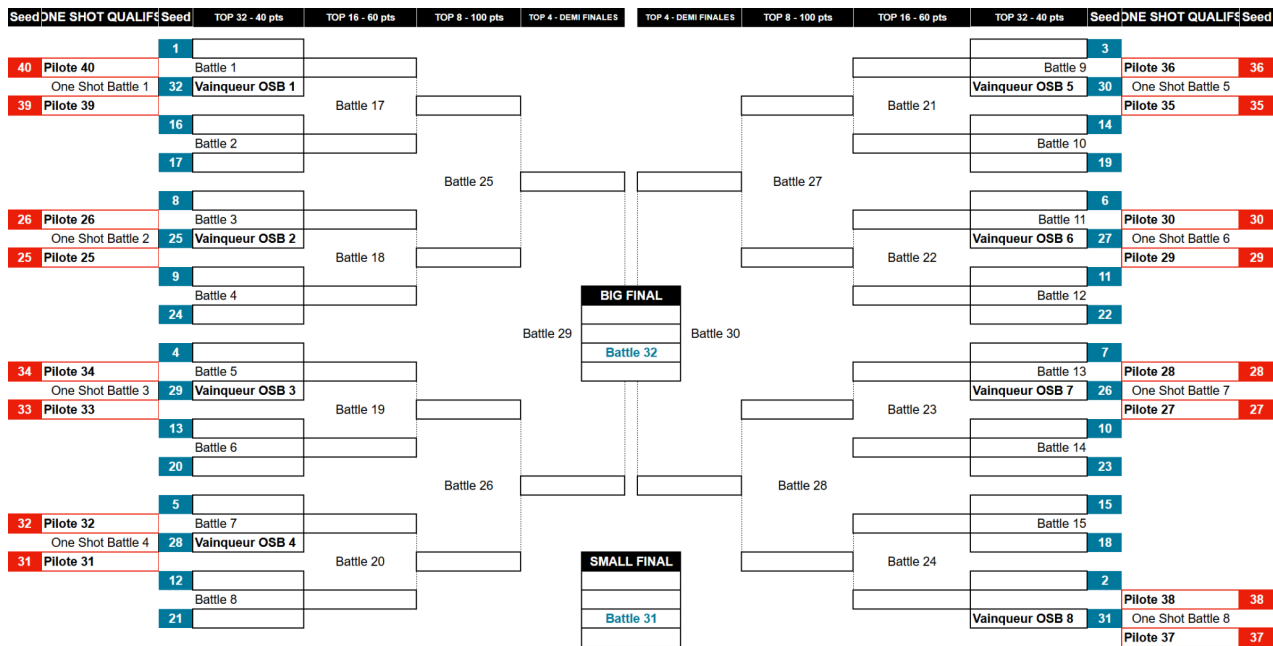
The winner of the ONE SHOT 1 (19 vs 20) will join the TOP 16 in 16th place.

The winner of the ONE SHOT 2 (13 vs 14) will join the TOP 32 in 13th place.

The winner of the ONE SHOT 3 (15 vs 16) will join the TOP 32 in 14th place.

The winner of the ONE SHOT 4 (17 vs 18) will join the TOP 32 in 15th place. See example of final grid of type Top 32 and Top 16 in the annex.





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

*In case of traditional qualifications (see 7.7.1),* the 32 best drivers or the 16 best drivers (depending on the number of starting drivers) in PRO and ELITE categories combined *or not*, will qualify for the finals. (LEISURE drivers do not compete in the final phase). The drivers will be opposed one against one (BATTLE) on 2 runs judged by the judges, 1 optional warm-up.

If the number of participants does not allow for a top 32, or if the schedule does not allow it, the organiser can then proceed to a top 16, which will make the 16 best qualified drivers compete.

### **7.9. PRESENCE ON THE PRE-GRID**

For all races, practices and qualifying rounds *or battles*, the presence of the drivers in their suit and with their car is required at least 10 minutes before the scheduled time for the start in the pre-grid area.

In case of absence of a warm-up lap, an area will be set up between the waiting line and the starting area. Competitors have a maximum of 60 seconds to carry out this temperature adjustment. Any static burn is prohibited.

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

### **7.10. SCORING**

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

Each RUN may be filmed to facilitate the judging.

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

#### **7.10.1. FOR THE QUALIFYING HEATS**

The jury evaluates the evolution of each driver who will be rated on 100 points. The telemetry may be used in order to clarify the rating.

- X points for the respect of the Clipping Points (respect of the imposed trajectory). The drivers must pass as close as possible to these Clipping Points without knocking them down. If a cone is grazed or moves while staying in place, the maximum score will be considered. If it falls or is propelled, it is a fault that will be penalised.
- X points for the drift angle on the trigger zone and on the track.
- X points for the entry speed into the trigger 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 measurement gun.
- X points for the overall feel of the performance and style increasing the show. Each driver is allowed a maximum of 4 runs, including one optional reconnaissance run and 3 runs judged by the judges at most. Each of the judges gives their score for each run. Then, the average of each judge's scores or the telemetry score is calculated to establish a unique result for each judged run. The best score will be taken into account to establish the ranking. In case of a tie, the second-best score will be taken into account. If there is still a tie, the drivers will be separated based on their position in the current Championship, or N-1, or by their number order. A repêchage can be performed to complete the battle grid if certain drivers have had runs with scores equal to 0.

### 7.10.1. FOR THE « ONE SHOT BATTLES »

The One Shot Battles are the qualifying phases of a drift competition. They oppose the ranked drivers in the following way (in the case of a Top 32 bracket):

- 25th against 26th,
- 27th against 28th
- and so on until the 40th place.

allowing thus to proceed to successive eliminations which determine the 8 drivers who join the Top 32.

The jury applies the same scoring as for the battles of point 7.10.2.

### 7.10.2. FOR THE « BATTLES »

The battles are the final stages of a drift competition. They oppose the qualified drivers in the following order:

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

Thus, successive eliminations take place until the final victory, which determines the winner. They take place over three rounds, distributed as follows for the drivers:

- One optional heating run, called a "warm-up," aims to heat the mechanical components and also allows the drivers to get their bearings. The drivers will be positioned in the order of the first timed run.
- 1 run as the "leader." In this position, the driver must complete the best possible "qualification-style" run while making it chaseable for the following driver.
- 1 run as a "chaser." In this position, the driver must demonstrate to the judges that they can replicate the leader's run while staying as close as possible and following the leader's line.

The battle scoring is based on distributing 10 points between the two opponents, depending on the superiority of one over the other. The intermediate advantage score can be given before the start of the second run of the battle. (For example: a tie results in a 5/5 score, a slight superiority results in 6/4, and so on.) After the scored runs, the judges will determine the winner of the battle. In the event of a tie—for instance, a 6/4 score in the first scored run and a 4/6 in the second—the judges will order the battle to be repeated (One More Time).

In this case, there will be no need for another warm-up run. A maximum of three One More Time rounds may take place, at the organiser's discretion. In the case of a **One More Run** (a single run after a tie in battle to determine the winner), the higher-ranked driver will have the choice of their position as Leader or Follower. Any potential authorisation for tyre changes will be specified during the briefing, depending on the race conditions.

The **Leader** in the first run will be the higher-ranked of the two competitors.

## **7.11. BATTLES RULES**

### **7.11.1. FOR THE LEADING DRIVER**

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

Any tactics to slow down the chaser are strictly prohibited.

### **7.11.2. FOR THE FOLLOWING DRIVER**

The chaser must demonstrate their ability to stay close to the leader without overtaking them. They should follow the leader's "line," trying to replicate their moves or even improve upon them. If the chaser reduces their drift angle to gain speed and stay close to the leader or overtake them, they will lose points. Logically, the chaser should not overtake the leader during a battle. However, they may do so to avoid a dangerous situation and/or one that could disrupt the smooth progression of the battle (subject to the judges' discretion).

## **7.12 MECHANICAL ISSUE**

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

It is the responsibility of the ~~competitor~~ **driver** to be ready at least 10 minutes before his passage on the warm-up area with tyres and a fuel level allowing him at least to complete 2 consecutive runs.

Between run 1 and 2 of a battle, the competitors must reach the starting line as soon as possible while following the race director's instructions, or they will receive a score of 0.

If a competitor is absent at the start, the run will be launched with the only competitor present, who must achieve at least the start and the triggering of ~~a real run~~ in order to prove to the judges that he is able to compete despite the absence of the second driver.

### **7.12.2. MECHANICAL INTERVENTIONS**

Any mechanical intervention on the vehicle between two runs results in disqualification with the loss of points for the ongoing battle, except for checking the fastening of bodywork elements at the request of the organisation. The driver must not exit their car unless requested by the organisation. It is not permitted to adjust tyre pressure or spray any liquid by a third party to cool the engine.

In the case of a "One More Time," the driver is not allowed to leave their car. Competitors' mechanics have a maximum of 5 minutes from the moment the vehicle is stationary in their pit to change tyres and/or carry out interventions on the vehicle.

### **7.12.3. MECHANICAL AREA**

In certain cases specified in the briefing, a mechanical zone may be set up near the waiting area on the track, and returning to the paddock will then be prohibited. In this case, only three mechanics per

competitor will be allowed in the zone, and each must work alone on the vehicle. Competitors must arrange for the transport of fuel, tires, and the necessary tools for their installation.

OMTs may be grouped at the end of the lap to facilitate track flow.

In some cases, if the organizer chooses the One More Run or a single One More Time, tire changes may be prohibited. This measure may be implemented to reduce costs and limit the number of tires used by competitors. In this case, a set of rear tires must complete at least four consecutive runs without returning to the paddock.

*The mechanical area is non-smoking.*

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

The 5-minute rule will be applied if a competitor fails to appear in the pre-grid when requested by race control during qualifying, One Shot Battle, or battles. No extra time will be granted if the 5-minute rule is exceeded or if the competitor misses their turn and fails to show up for their qualification run or battle run.

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

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

In case of a mechanical issue before the start of a battle during the TOP 32/16, each competitor is allowed to request a postponement of their battle to the end of the round once per event, without carrying over to the next round. *However, it is recommended to complete the battle as soon as possible.*

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

Riders must report to the start of each RUN in the mandatory attire. ~~They must remain in it for the entire duration of the competition; otherwise, they may not be allowed to participate.~~

Contacts that may alter the leader's trajectory are prohibited. They will be penalized with 0 points for the round at the judges' discretion.

A driver of a broken-down vehicle immobilized on the track must attempt to pull over. They must obey the track marshals and/or officials. They must not exit their vehicle except in cases of force majeure and only when authorized by an official. Once stopped, the driver cannot resume driving on their own initiative.

Pushing the vehicle is strictly prohibited.

A vehicle immobilized on the circuit will be towed by the organization. Under no circumstances is the driver's team allowed to enter the track, under penalty of disqualification of the concerned driver.

*Deliberate or accidental direct attacks are prohibited. In case of a fire, it is recommended to move toward a marshal post.*

*From the first battle of the Top 4, the four drivers involved must be seated in their cars, ready to drive, and must not exit until the end of their competition, except in exceptional cases approved by an official.* It is forbidden to leave the car during the announcement of the results unless requested by a member of the organization.

Due to their actions, those of their team members, or their guests, a driver will be immediately disqualified from the event or championship if they endanger others or show disrespect to anyone. The driver and their entourage must always demonstrate safety and professionalism. No negligence or misconduct will be tolerated..

Each driver or team member may speak with the officials and ask questions during the event, practice sessions, briefings, or ~~the post-race~~ debriefing, *which takes place the week after the race*. However, this is not allowed during qualifications or battles. When present, the CRAC is the primary point of contact for competitors during the competition phases. The race management has all the necessary means to gather information from drivers and/or their teams to clarify certain incidents.

If a driver, or anyone in their entourage, behaves inappropriately on-site or online (before, during, or after the event) towards the organisation or an official, they may be disqualified.

Each driver is responsible for their image, their team, and/or their guests, who must adhere to the same rules.

The use of unregistered combustion-powered vehicles within the practice area is prohibited.

Doping—i.e., the use of substances intended to artificially and temporarily enhance physical performance and which may be harmful to the health of participants—is strictly forbidden. Offenders, as well as those who refuse to undergo anti-doping tests, will be disqualified for the current year and may also face additional disciplinary sanctions. (See the Disciplinary Regulations on Anti-Doping established by the FFSA.)

Officials may request to review footage from cameras installed by competitors in their cars to aid their assessment. Refusal to present such footage may be considered an aggravating factor.

Any damage caused to the circuit's facilities will be the responsibility of the drivers responsible for it.

Throughout the duration of the competition, static "burnouts" are STRICTLY FORBIDDEN and will result in disqualification from the competition.

Any behaviour deemed dangerous may be sanctioned by the Race Director, with penalties that may include disqualification.

## ARTICLE 9. COMPLAINTS AND APPEALS

*See the General Prescriptions of the FFSA.*

Official complaints are accepted in writing after the race, describing the facts. No disputes regarding the results are possible. A driver who submits an unfounded complaint risks a total or partial loss of the points earned during the event. If a complaint is deemed valid, the decision will be published.

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

## ARTICLE 10. SAFETY AND ENVIRONMENT

In the area designated for mechanical interventions, a waterproof tarp of at least 6m x 3m must be placed under the car. A waterproof tarp may also be placed under the support 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 pilot must manage all their waste, including tires and household waste. It must either be disposed of in the bins provided by the organization or taken back by the pilot and/or their team.

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

Vehicles such as scooters, quads, bicycles, etc., are permitted (unless otherwise specified).

In the paddock and on access roads leading to the track, the speed limit for race cars and other vehicles is strictly 5 km/h. Any violation will be penalised by the Race Director, with sanctions potentially leading to disqualification.

Any breach of the above rules will result in a fine of €200 per offence. The penalty amount will be retained by the organiser.

Additionally, the driver must comply immediately; failure to do so may result in disqualification from the event.

Competitors must adhere to the maximum speed limit of 5 km/h outside the track. Safety stands must be used when working underneath a vehicle.

## ARTICLE 11. PENALITIES

The following penalties will be applied:

- **0 points during the qualifiers or battles.**
  - Spin, including in the acceleration or deceleration zone.
  - Pronounced understeer (the vehicle goes straight despite the front wheels being turned).
  
  - Do not leave the track (No wheels should be off the track unless otherwise specified in the briefing).

- Using techniques deemed unfair or dangerous.
  - Hitting an opponent (whether intentionally or not) and altering their trajectory—light, risk-free contact is tolerated at the judges' discretion.
  - Failing to start or complete the run despite the Top Start signal.
  - Being more than 10% slower in a battle than in qualification (if telemetry is available, subject to judges' discretion and constant race conditions).
  - Drifting in the opposite direction to the judges' instructions.
  - Regripping.
  - Having a bonnet/hood that opens, obstructing visibility and compromising safety.
  - Having a door that opens or detaches.
  - A tyre de-beading during the first battle run results in a mechanical forfeit for run 2.
- **Lowering of the judges' score**
    - Pilot error, failure to meet the judges' expectations (as stated during the driver briefing).
    - Deliberately "slowly" drifting during a battle.
    - Touching or knocking over a Clipping Point.
    - Regrip
- **Disqualification from the event or a race.**
    - Behaviours deemed dangerous on track and within the facilities (paddock, etc.).
    - Inappropriate speeds outside the track.
    - Unauthorized "wild" testing in non-permitted areas, including paddocks.
    - Unsportsmanlike conduct.
    - Failure to comply with signage and the instructions of officials and marshals.
    - Technical non-compliance.
    - Doping violations (alcohol and narcotic substances).
    - Failure to adhere to any important instructions given during the driver briefing.
    - Failure to respect the duties of the driver and/or their team.
    - Non-compliance with the regulations.

## ARTICLE 12. CLASSIFICATIONS

For a demonstration, no ranking can be established.

In a drift race, two rankings are considered:

- *In the case of traditional qualifications (see 7.7.1),* the initial ranking from the qualifications (overall ranking of the event in the Leisure category) is used to determine the order of passage for the finals.
- A final ranking of the elimination battles is then established to determine the overall ranking of the competition in the Pro/Elite category.

**Qualifying :**



- Each pilot is allowed a maximum of 4 runs, including one optional reconnaissance run (warm-up) and up to 3 judged runs.
- Each of the 3 judges assigns a score per run.  
The average of the scores from each judge or the telemetry score is then calculated to determine a single result for each judged run.
- The competitor's best score from the 3 judged runs will be retained to determine the ranking.
- The top 32 or 16 pilots will qualify for the finals, depending on the final format chosen by the organizer (this format must be specified in advance during the briefing).
- A repechage round may be organized to complete the battle grid in case some competitors receive a score of 0.

### ***Finals (Battles)***

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The ranking of the drift competition finals is determined through an elimination process. As specified in Article 7.10.2, the finals pit two previously qualified drivers against each other. In each battle, one of the two drivers is eliminated. The remaining driver will then face another winner from a previous battle in the next stage, continuing until only one competitor remains as the overall winner of the competition.

Starting with 32 drivers in the first final phase, the number is reduced to 16, then to 8, then to 4, and so on until the final victory.

The initial order of the finals follows this sequence:

Refer to the appendix for an example of a Top 16 and Top 32 final bracket.

### ***Women's Ranking***

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At the end of ~~the PRO/ELITE mixed qualifications~~ of *the competition*, a separate WOMEN'S ranking can be extracted to establish a specific battle ranking table.

~~The drift competition finals are organized in an elimination format. As stated in Article 7.10.2, the finals pit two previously qualified drivers against each other. In each battle, one of the two drivers is eliminated. The remaining driver advances to the next round to face another winner, continuing this process until only one competitor remains as the overall champion.~~

~~Starting with 32 drivers in the first final phase, the competition narrows down to 16, then 8, then 4, and so on, until the final victory.~~

~~The initial order of the finals follows this sequence:~~

~~See the example of a final grid for the top 16 and top 32 formats in the appendix.~~

### Team ranking

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A team ranking may be proposed by the organiser. In this case, each team can consist of a maximum of 2 to 4 drivers. Throughout the season, the individual points of the top 2 drivers in each race are counted towards the team ranking. Changing teams during the season is not allowed.

### 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 the qualifications or during the first qualification run, all registered drivers will receive 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 based on the results of the first qualification run, and points will be awarded accordingly.

If the race is interrupted during an incomplete TOP32/16/8/4/2 bracket, the drivers eliminated in the previous round will score points based on the level they reached.

Drivers still competing in the incomplete bracket will not be awarded points for the next round.

The overall ranking of the event will be determined by adding the qualification points to the battle points.

## **ARTICLE 13. PRIZES**

The amount of distributable prizes must be specified in the specific regulations of the competition. For demonstrations, no prizes may be awarded.