

## 2024 Czech Drift Series Sporting Regulations

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## 2024 Czech Drift Series Sporting Regulations

Competitions organized by Drift Club in the AČR – Auto club of the Czech Republic (Czech ASN under FIA, hereinafter AČR), a civic association that holds sporting powers for organizing the Czech Republic's drift racing championship. The official document, which includes Special Provisions (the official document issued to the organizer of the contest governing the details of the competition) and the Program (the official document prepared by the competition organizing committee containing all the information necessary to inform the public about the details of the competition).

### INTRODUCTION

The Czech Drifting Championship is organized in accordance with the International Sporting Code and the National Sporting Code of the AČR under the name Drift Challenge organized by the Czech Drift Series (CDS). The purpose of this Sporting Code is to support the smooth running of the competition, to facilitate organization and to maximize the safety of the championship. The Sporting Code will never be used in a way that would prevent fair play from competing or participation of competitor, except situation when the organizer concludes that this is necessary for the safe and proper running of the championship. This sporting advice forms the basis for organization and rules of the participants' behavior, without exception. Drivers are responsible for the behavior and omission of a member or guest of their team.

At the same time, each of these appointed persons is personally responsible for any violation of these Regulations, the AČR National Sporting Code and the Race Visiting Regulations. We therefore recommend that all participants - drivers, team members, team guests and officials - familiarize themselves with the current wording of these regulations. CDS wishes everyone a safe and successful racing season.

### STATUS

The Czech Republic's Drifting Championship is considered a national sport competition in the sense of the FIA International Sporting Code. It consists of at least four races - a sport series. The results of the individual races will be automatically included in the championship for all qualifying participants. The winner of whole series championship of the Czech Republic gets the title "The Champion of Czech Republic in Drift" for a renowned group for the year. If the race is canceled due to force majeure, it will not be replaced by another date. The race will be declared canceled.

The participation of a driver registered on drifting.cz on illegal out-of-competition can be dealt with by the CDS and subsequently penalized or fined.

One or more drifting race in championships in the Czech Republic may be declared an international event. Drift Challenge points will only be awarded to drivers with a valid ASN license.

## GENERAL INFORMATION

The organizer of the national competition is the civic association Drift Club in AČR, with its registered office at Osadní 36, Prague 7 – Holešovice, Czech Republic, ID: 75122065, VAT ID: CZ75122065, registration number in AČR: 1617 which holds a license to organize the competition.

### The Organizing Committee of the competition:

Josef Strnad – Chairman of the Drift Club in AČR

Jan Vávra – Member of the Drift Club in AČR

Lukáš Brůna – Member of the Drift Club in AČR

Vášek Puchmeltr – Member of the Drift Club in AČR

Drift Club in ACR reserves the right to change or amend this Sporting Code at any time. These changes in the form of a written declaration will be published on the website [www.drifting.cz](http://www.drifting.cz).

Drifting competition is a series of races in which cars are running in controlled slide of rear-axle on a defined track (racetrack, closed road, or marked track); drivers should prevent interrupting of rearaxle sliding moves of the car by spinning, and to avoid straightening of the car (rear axle is following front axle). Only rear-wheel drive cars can participate. Generally, a race consists of training, qualification, battles.

## RACE DIVISIONS

### 1. COMPETITION PARTICIPANTS

The competitor is always a driver with a car and possibly another registered person.

However, the team members must appoint a person to act as a team representative (Driver, Team manager). The team acts solely through a team representative who officially represents the team, can protest and can opt out the team from the race, or even from the championship. It is allowed to change a person whose team representative. If a team representative is changed during the race, the driver is responsible for reporting the change to the race secretary. Changing of team representative person is only effective with a valid notification of this change to the race secretary.

#### 1.1. DRIFT

Driving with a controlled slide on the marked track, judged by judges. Only rear wheel driven cars can participate those races. Drift is divided in to 4 categories: STREET, PRO 3, PRO 2 and PRO.

##### 1.1.1. DRIFT CATEGORY PRO 2

The PRO 2 category is designed for drivers with the required level of drift experience and whose vehicle complies with PRO 2 technical regulations. The condition of the required level of experience in drift races is considered to be fulfilled by placing in the third place overall in the previous CDS season for the PRO 3 category and the transfer to the PRO 2 category is compulsory and for the STREET to PRO 2 category the procedure is voluntary. It is also possible to enter the group by a driving test before the CDS commission. All competitors of the PRO 2 group must have the Drivers National License Group E of the AČR (Auto club of Czech Republic) or similar local country FIA ASN license.

##### 1.1.2. DRIFT CATEGORY PRO

The PRO category is intended for riders with the required level of drift experience and whose vehicle complies with the PRO category technical regulations. The required level of experience drift races is considered to be fulfilled by placing in the third place overall in the previous CDS season of the PRO 2 category and transfer to the PRO category is mandatory. It is also possible to enter the group by a driving test before the CDS commission. All PRO Group drivers must have the Drivers National license Group E of AČR or similar local country FIA ASN license.

## 2. APPLICATION FORM

The registration is a contract between the rider and the organizer. This contract will be concluded only electronically on drifting.cz. It binds the rider to participate in the competition he/she has entered and to make the subsequent payment of his/her choice when registering for the competition, except for duly proven force majeure. The organizer undertakes to fulfill all the conditions stated in the application form. The entry form must contain the names and addresses of the competitors, or the name of their team and the group for which the rider is entering. Any dispute between the rider and the organizer regarding the entry form will be considered by the Sports Commissioner. The date and time of the closing date for entries must be stated in the Special Provisions and on www.drifting.cz. It is possible to enter the race after the closing date but with the approval of the series promoter. Every entry is considered valid. The organizer reserves the right to limit the total number of competitors. A maximum of two drivers per car may be entered for the PRO 2 groups, and the advancing driver must be determined prior to the race in the event of a joint battle. Only one rider per car may enter the PRO group race. The competition is open to holders of a national or international ASN licence and to unlicensed drivers with the possibility of awarding points towards the championship, subject to the following conditions - a) the licence must be applied for at the Autoclub of the Czech Republic at the time of administrative acceptance, b) within 7 days after the end of the race the driver must supply the approved Autoclub of the Czech Republic licence and licence number. If the license is processed before the race, the amount of 500,- CZK may be added to the entry fee. If the driver does not have a valid license, he will not be awarded points for the championship. The standings will be officially published 10 days after the race. Minors need to have a legal guardian present at all times during the event and his/her consent confirmed by signature on the rider's declaration to participate in the competition. It is mandatory for the organizer to provide the Autoclub of the Czech Republic with the official list of the competitors of the competition and to publish it on the Internet at www.drifting.cz. Withdrawal of participation in the event or refund of the entry fee paid is not possible after the entry deadline except for duly proven force majeure.

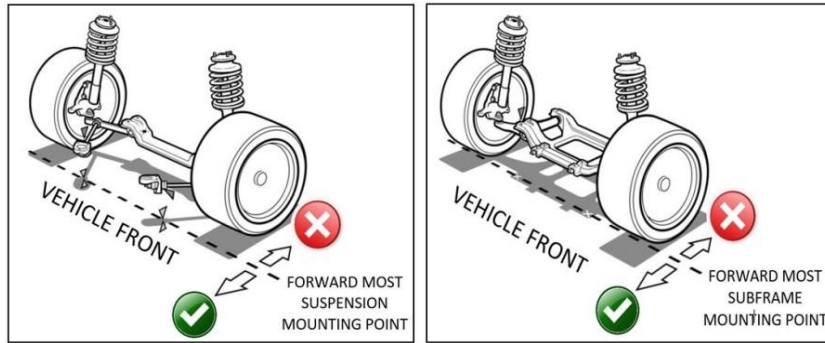
## TECHNICAL REGULATIONS

### 3. REQUIREMENTS FOR CARS

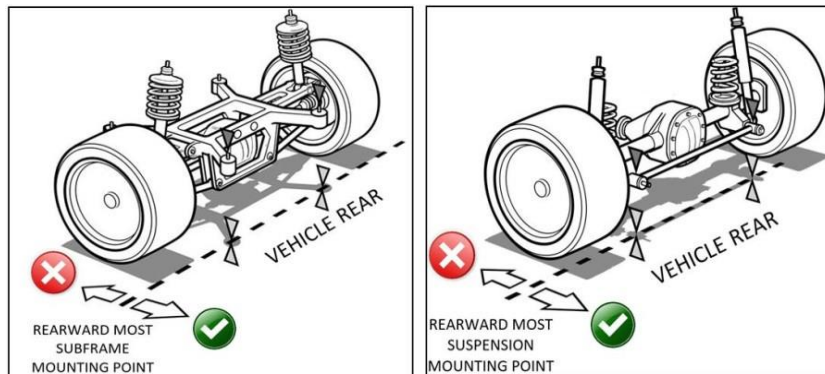
The use of M1, N1 category cars with self-supporting body (trucks and cars up to 3.5 t) is allowed. The use of a car modified from four-wheel drive or from front-wheel drive to rear-wheel drive is permitted. The use of a convertible type car is only permitted if the protective frame according to Annex J is fitted to the minimum extent shown in the figure below and the FIA protective net is used unconditionally throughout the entire extent of the protective structure. The cars that can be entered into the race are divided into two categories.

No interference with the structure of the car is permitted that changes its shape, from the extreme axis of the front axle to the extreme axis of the rear axle (see Figure 402-1 front axle, 402-2 rear axle). Only modifications necessary for the installation of the transfer case are permitted in the firewall and center tunnel. Necessary modifications in the floor are permitted only to accommodate the battery, fuel tank, fuel accessories, and driveshaft, two cooling air openings with a maximum size of one opening of 400 cm<sup>2</sup> (20x20cm). The floor must remain intact (complete). The mounting points for the drive train, shock absorber mounting and axle mounting may be reinforced. Dynamic stability control, traction control and ABS are prohibited for vehicles of category, PRO 2 and PRO. Steering must be controlled only by the rider's instruction.

402-1



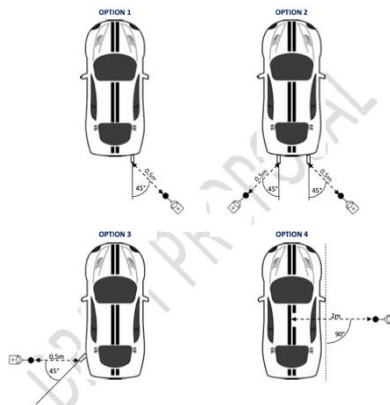
402-2



**3.1. NOISE AND ITS MEASUREMENT**

Noise limits for groups : **PRO, PRO 2, - 102 db.**

Definition of static noise measurement: The vehicle must be stationary, with the engine running at 3,500 rpm, this speed is measured using a tachometer. The result of the measurement is the maximum recorded value.



Definition of dynamic measurement: the measurement will be carried out 10 metres from the edge of the track on the outside in the acceleration zone, at a height of 0.8 m.

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## 4. TECHNICAL REGULATIONS CATEGORIES

### 4.1.1. DEFINITION OF VEHICLES CATEGORY PRO 2 and PRO

The use of M1, N1 category cars with self-supporting body (trucks and cars up to 3.5 t) is allowed. Allowed fuels: Gasoline, diesel, ethanol, and fuel additives are allowed.

### 4.1.2. PERMITTED MODIFICATIONS

- The engine is arbitrary in the original engine compartment.
- Exhaust pipe arbitrary, muffler and catalytic converter arbitrary, exhaust outlet must be inside the plan outline of the car. Exhaust outlets to the sides are PROHIBITED.
- Transmission see section 4.3.4.
- Brake system is optional.
- Steering is optional - controlled by the driver only.
- Chassis is optional.
- Mounting of aerodynamic elements on the vehicle is allowed. The width shall not exceed the ground plan of the vehicle contour by more than 10 cm on each side of the vehicle and the overall width of the vehicle shall not exceed 250 cm.
- Windows: original glued windscreen without foil, with the approval mark for road use, or made of non-shattering polycarbonate with a minimum material thickness of 4,5 mm and with increased surface hardness (see Chapter E of the NRC). The front side windows, original with the approval mark, shall be fitted with an anti-shatter transparent film or may be made of non-shatterable material (polycarbonate) with a minimum thickness of 3 mm.
- Mirrors may be replaced by sports mirrors, but must retain 2x outside, right and left side.
- Any interior, the inner door panel up to the B-pillar must be made of non-combustible material with a minimum thickness of 2 mm. The door opening must be retained.
- Mandatory use of sports seats (shell or tubular and non-folding, can be with expired homologation). Seat belts must have a minimum of 5 points. Attachment See image page 19. Seat attachment according to FIA standard image page 18.
- The complete electrical system may be replaced. Mandatory lighting, consisting of low beam (white light), marker lights (red in the rear), brake lights (red in the rear) must be operational throughout the event. A red-lighted led strip of at least 1 m in length shall be installed on the upper edge of the front window and on the upper edge of the rear window and shall be connected to the brake lights without the possibility of breaking the circuit. The installation of auxiliary and special lights is permitted.
- The vehicle shall have front and rear towing eyes with a minimum internal diameter of 50 mm, which shall be painted or visibly marked in red, yellow or orange.
- The battery and its location is optional. If the battery is located in the crew compartment, it shall be separated from this compartment by a safety cover. It must only be sufficiently secured with 2x metal straps bolted to the car structure or 2x safety curtains with a minimum load of 2 000 kg or 2x M10 bolts. Insulation of the plus pole is mandatory.
- An electrical system disconnecter is mandatory and must ensure complete disconnection of the electrical system including engine shutdown. The shut-off control shall be within reach of the tethered driver and properly and appropriately marked outside the vehicle. See illustration on page 17.
- In the event of the driver's window being ajar, open or absent, a safety net must be properly secured in accordance with FIA homologation, if there is a passenger in the vehicle this regulation applies to the passenger side.
- Fire extinguisher is mandatory: a minimum 2 kg fire extinguisher must be installed in the vehicle within reach of the belted driver (filling according to Annex "J"). The fire extinguisher attachment must withstand a deceleration of 25G and be attached by quick release fasteners (min. 2 times) with metal bands. A fire extinguishing system is recommended. Fire extinguisher must have a valid inspection. See page 17 for markings.



- The fuel tank may be a standard (including location and mounting) or safety fuel tank under the conditions specified in Article 253.14 of Annex J of the FIA MSG or a tank welded from aluminium alloy sheet according to chap. The location of the non-series safety fuel tank shall be in a separate compartment away from the crew and shall be secured only by 2x metal straps bolted to the car structure or 2x safety curtain with a minimum load of 5 000 kg. When secured with a curtain and metal strap, they must be in direct contact on three sides of the tank. The attachment of non-stock tanks is always subject to the approval of the Technical Commissioner.

- Safety construction

The vehicle must be fitted with a safety structure in accordance with FIA MSG Article 253, Annex "J". (The minimum requirement for the configuration of the safety structure is shown below, a combination of diameters is permitted in accordance with FIA Annex J. See figure page 20.

- Fluid lines:

- Fuel system: the fuel system hose/pipe in the crew compartment must be routed without interruption, the hose/pipe must be fuel armoured and fitted with an extra non-combustible cover at least in the area from the firewall to the B pillar.

- Brake system: in the crew compartment it shall be routed in copper, steel or armoured (rubber, Teflon) hoses.

- Cooling system: the hose in the crew compartment shall be routed in metal conduit or hose which shall be in a non-combustible enclosure. Radiators shall not be located in the crew compartment.

#### 4.1.3. WHEELS AND TYRES

- **Category PRO 2:** Wheels any maximum diameter of 18 inches, wheel markings must be contrasting colour and design as per clause 17.5, tyres with a maximum section width of 235 mm will be measured with a 243 mm clearance template, the tyre must be able to pass through the template in the section width area. Tyres with DOT or 'E' approval only.

- **Category PRO:** Wheels any maximum diameter of 18 inches, wheel markings must be in contrasting colour and design as per paragraph 17.5, tyres with a maximum section width of 265 mm will be measured with a 273 mm penetration template, the tyre must be able to pass through the template in the section width area. Tyres with DOT or 'E' approval only.



#### 4.1.4. GEARBOXES

- Category PRO 2 : automatic and sequential gearboxes are prohibited.

- Category PRO : any, but must be operated by rider's instruction, own and separate gear lever,



## RACE OFFICIALS

### 5. RACE OFFICIALS

The race officials are appointed by the race organizer in cooperation with the FAS AČR (Czech ASN). Officials may not be in conflict of interest because of their relationship to any driver or member of his team, to another of the officials, or to the sponsor of race competitor, including people associated to the sponsor. Conflicts of interest according to the previous sentence are: family relationship, employment relationship, but also other legal relationship under which the official would be a recipient of a certain, non-negligible benefit from a driver or a member of his team, from another official, the sponsor of any race competitor or any person associated with them. Officials may not participate in the competition as competitors. The following people are identified as officials who may have assistants:

- Steward
- Clerk of the course (Race director)
- Race secretary (communication with drivers)
- Technical delegate (Technical commissioner)
- Judges
- Safety Officer

#### 5.1. STEWARD

Steward must be named in the Supplementary Regulations for the sports event. The Clerk of the Course must be in close contact with the Stewards for the duration of the sports event in order to ensure proper running. The Steward is appointed by the AČR (Czech ASN), which gives permission to organize the competition. The Stewards have the absolute power to ensure compliance with these Regulations, National Regulations and Special Regulations, as well as the Program, and to assess any protests that may arise during a Sports Event.

Rights and obligations of the Stewards:

- Exceptionally complements Special provisions.
- Changes the number of qualifying runs.
- Approves changes of competitors or the use of a replacement vehicle.
- Imposes penalties.
- Will prevent any competitor (or car) that he/she believes is a hazard from competing. - Excludes a competitor from the race or from the entire championship, which it considers incompetent or found to be guilty of misconduct or unsportsmanlike behavior. In addition, steward may require that the person in question refuse to comply with an official's order to leave the race premises without delay.
- Postpones the race in case of force majeure or serious safety reasons.
- Make changes to the program requested by the Clerk of the Course or the Organizing Committee to ensure the highest safety of competitors or spectators.
- If necessary, appoint one or more alternate Stewards.
- Has the right to decide to stop the race.
- The Stewards will publish the scrutineering results for each car tested and make them available to other competitors on request.

#### 5.2. CLERK OF THE COURSE (RACE DIRECTOR)

The Clerk of the Course may also be the secretary of a sports event, may have one or more assistants, or appoint a Deputy Director of the Event. The Clerk of the Course is responsible for managing the sports event in accordance with the official program. The Clerk of the Course is subject to the Organizing Committee. All contestants will follow the instructions of the Clerk of the Course. The Clerk of the Course (Race director) must first of all:

- to ensure order at the racetrack in cooperation with the security service or with the police; - ensure that all officials are at their posts and alert stewards to the possible absence of one of them; make sure all officials have all the information they need to perform their duties;

- observe race competitors, cars and prevent any excluded competitor from participating in the competition;
- make sure that each car is equipped with starting numbers that match the start list
- make sure that the car is driven by the registered driver;
- submit to the Stewards all proposals or documents relating to program changes and errors, violations or protests by competitors
- take protests from competitors and hand them over to the Stewards without delay; - to collect the Technical Commissioner's protocols as well as all the information necessary to draw up the final ranking of the drivers in the race;
- prepare or have the Sporting Company Secretary prepare the final report for the event and submit it to the Stewards for approval.

### **5.3. RACE SECRETARY**

The race secretary is responsible for organizing the race and for all related announcements. They must ensure that all officials know their duties and are equipped with the necessary tools. If necessary, he helps the race director to prepare the final race report. Provides administrative checks and maintains data on the registered participants of the race.

### **5.4. TECHNICAL DELEGATE (TECHNICAL COMMISSIONER)**

The Technical Delegate is responsible for checking the entered cars at the time of scrutineering according to the race schedule. The Technical Delegate is also entrusted with the function of car accessories inspector and competitor's equipment inspector. Technical Delegate is in charge of:

- conducting a check of registered Pro Group cars before the start of the season;
- by performing a car inspection during or after the event at the request of the Clerk of the course or the Stewards.
- The Technical Delegate uses control instruments approved by the AČR (Czech ASN), communicates the results of his activities only to the AČR or to the Organizing Committee, the Stewards and the Clerk of the Course, excluding all others (except for the scrutineering protocol).
- The Technical Delegate will draw up and sign the scrutineering protocols on his own responsibility and forward them to the Stewards.

### **5.5. JUDGES**

Judges consists of two to four judges, one of whom is the Chief Judge, specifically named in the Special Provisions for a Sporting Event. The judges evaluate the performance of the drivers independently under the leadership of the Chief Judge. The chief judge is responsible for the driver's assessment protocols and holds a debate with the Stewards (represented by the Clerk of the Course in the absence of the Stewards) after the training. The judges will assign the competitor a number of points on a 0-100 scale based on qualifying races. In the case of the same number of points in the qualification, decides second best run the final position in the table. The judges will determine the point-to-point ratio of both competitors (e.g. 6/4, 3/7, 2/8, 5/5, etc.) on the basis of a tandem battle. If the ratio is indecisive, i.e. 5/5, it must be repeated. The maximum repetition is 3. Then the jury must determine the winner. To make a decision, the judges can use a video made by the organizer to help them reach a decision. Judges' decisions are final. The results of the qualification will be published after its completion on the scoreboard and on the website [www.drifting.cz](http://www.drifting.cz). The judges judge these driving parameters:

- speed
- angle of drift
- line (line is marked by clipping points and/or zones)
- overall impression of driving a car in drift

- proximity in battles and ability to “copy” leader by the chaser Race ranking points are awarded according to this scale: Body za umístění v kvalifikaci (PRO):

Position	1	2	3	4 - 8	9 - 16	17 - 32	Účast
Points	7	6	5	4	3	2	1

Body za umístění v tandemových jízdách (PRO):

Position	1	2	3	4	5-8	9-16	17-32
Points	100	88	76	64	48	32	16

Body za umístění v kvalifikaci (PRO2):

Position	1	2	3	4 - 8	9 - 16	Účast
Points	6	5	4	3	2	1

Body za umístění v tandemových jízdách (PRO2):

Position	1	2	3	4	5-8	9-16
Points	100	80	70	60	40	20

In case more drivers will have the same number of points at the end of the season, the procedure will be followed according to the NSR chapter. D., Article 5. In the event of a match that cannot be resolved under this statute, the sum of the points from the qualification will decide (mainly concerns the STREET group).

## PENALTIES

### 6. PENALTIES

Any violation (offense) against these regulations, against national regulations, against special provisions as well as failure to obey the instructions of the officials of the sports event or members of the security service committed by competitors or any other person or organization may be punished. Penalties can be awarded by the race stewards. The penalties imposed may be as follows:

- one warning
- fine up to 100.000, - CZK, the exact amount is determined by the CDS commission - exclusion from the race
- exclusion from the championship

Penalties may be imposed on competitors who violate this order, national regulations, special provisions, disobey the instruction of a sports company official or member of the protection service. Fines must be paid immediately after they are awarded. Any delay in paying the penalty will result in the driver suspension from the race at least until the time of payment (this means even disqualification for subsequent races). The purpose of imposing a fine is to draw attention to the undesirable behavior of a contestant and to prevent a repeat offense in the future.

The collected fines are intended to charity.

The Stewards may exclude the driver from one or more of the competition events for repeated violations of these rules, national sporting rules, special provisions, due to repeated failure to obey the instructions of the sports event official or member of the security service by the competitors. The Stewards may exclude drivers from the race, who will bring the car to scrutineering with a delay of more than 30 minutes compared to the published race program. Sports Stewards will exclude competitors with a positive alcohol test or other addictive substance from the race. Refusal by the driver to perform a breath test results in exclusion from the race. The Steward can disqualify from the overall ranking. As a rule, the exclusion from the race/races is pronounced for the sake of protecting the safety of other competitors, officials, spectators, for the protection of property, but also for maintaining the reputation of the championship and automobile sport in general. In any case, exclusion means the forfeiture of the entry fee, which remains to the contest organizer.

## PROTESTS

### 7. PROTEST

Before the protest, drivers or team representatives are invited to try to resolve their requirements unofficially. Protests against timekeeping and judges decisions are not permitted.

#### 7.1. RIGHT TO PROTEST AND PROTEST FEES

Only the driver and team manager have the right to protest. Appointed who wants to protest against more than one driver, must submit as many protests as the number of drivers involved in the protest. The provisions of the NSR, FAS, AČR apply to the filing of a protest and an appeal. The protesters clearly describe the fact that leads him to file a protest or, if appropriate, to mark a witness. Each protest must be accompanied by a security deposit of CZK 5,000 payable immediately and in cash. Protests must be submitted to the Clerk of the Course or his representative, if any. In the absence of the Clerk of the Course or his representative, the protest must be submitted to the Steward.

#### 7.2. TIME LIMIT FOR PROTEST

- a) Protests against registered competitors (regarding their start in the race) must be submitted at least 30 minutes before the start of the qualification according to the schedule.
- b) The protest against the decision of the Technical Delegate must be submitted to the competitors concerned immediately after the decision.

Protests against errors or inaccuracies occurring during a competition against non-compliant cars must be submitted immediately after the alleged error, inaccuracy or inadequate state of the car has been detected, no later than the end of the race qualification.

#### 7.3. UNACCEPTABLE PROTESTS

All protests against judges' decisions in the performance of their duties are unacceptable. If the driver considers the track to be unsatisfactory for the reason that occurs during the race (e.g. oil or a part of another car on the track, shifted cone, etc.), he/she will use this objection - most often in the form of an unofficial request - before starting his scored part of the report by reporting Start Marshall. At any time later protest does not cause cancellation and repetition of the ride for this reason. It is believed that all submitted protests will be logical, reasonable and based on authentic testimony. A protest that is not accompanied by a full security deposit is considered unacceptable.

#### 7.4. PROTEST DECISION

The hearing of the protester and all other persons to whom the protest applies will be made immediately after the protest is handed over. All interested parties must be summoned and may be accompanied by a witness in protest marked. The Stewards must make sure that all those involved have been personally invited to discuss the protest. In the absence of one of the interested parties or his witness, the decision may be rendered in his absence. The decision will be handed down without delay after hearing the interested parties so that the sports undertaking can continue the program. The Clerk of the Course is notified of the decision. All involved must comply with the decision taken. No contestant will bring a lawsuit against the protest decision. If the protest is found legitimate, the entire deposit will be refunded.

## GENERAL PROVISIONS

### 8. GENERAL TECHNICAL PROVISIONS

It is in the competence of the Technical Delegate not to allow a vehicle showing signs of dangerous construction to start. Wheel spacers are allowed. No liquids may leak from the vehicle. It is recommended to use all the security features of Article 253 Annex J FIA. During of the whole competition, the vehicle must be complete (can't be missing bumpers, bonnets, doors, fenders and other relevant parts). Exception may be granted in the event of an accident in consultation with a Technical Delegate.

#### 8.1. DRIFT TAXI AND CONDITIONS

- the car must pass a technical inspection for Drift Taxi
- for PRO, PRO 2 categories helmet is mandatory, (overalls recommended, one-piece suit), long sleeves, long pants and sturdy shoes
- the driver is always responsible for the behaviour of the co-driver
- no part of the body may protrude from the vehicle during the journey
- both driver and passenger must be properly restrained by a seat belt
- in the case of a passenger, the side window must be closed or an FIA net must be fitted

### 9. COMPETITION NUMBERS AND ADVERTISING ON CARS

#### 9.1. COMPETITION NUMBERS

- The starting numbers: CDS will issue at the beginning of the season
- Location: in the defined area on the Sun Visor Strip on the Windshield
- Location of Sun Visor Strip: on windshield as close as possible to the top of the glass, just below LED brake light strip.

#### 9.2. ADVERTISING ON CARS

Advertising on cars should not obstruct drivers vision. Advertising must be governed by Act No. 40/1995 Coll., On Regulation of Advertising and on Amendments to Act No. 468/1991 Coll., On the Operation of Radio and Television Broadcasting, as well as by any applicable legal standards or administrative restrictions in the country of the race. Special provisions of the race may include special terms for ad placement.

Each driver has obligation to place obligatory advertisements according to the organizer's instructions, which will be provided to the driver, including the installation manual.

On the windshield, there is only one Sun Visor Strip with championship partners. On the windshield should be clean visor least 40 cm high over the entire width of the windscreen.

In the event of refusal to place mandatory car advertisements, the driver will not be allowed to enter the race.

### 10. SAFETY

Changes made to this order for safety reasons may be effective without prior notice and immediately.

#### 10.1. GENERAL SAFETY

**Violation of any of the points below will be punished by a warning with a fine of up to 5,000 CZK and subsequent violation will be immediate exclusion from the race.**

It is strictly forbidden for drivers to drive in the opposite direction of the race unless it is absolutely necessary for the car to be removed from the dangerous position after the approval from track marshal. The car can only be pushed on the track for relocation from a dangerous position and only after a stop. The driver on the track must not leave the vehicle only in the event of a fire until the marshals arrives. During training and race, drivers may

only use the track and must always observe the rules of the Track regulations regarding track behavior.

In the event that the car's engine stops during the race or training and/or the car remains stationary on the track, it must be removed from the track as quickly as possible so that its presence does not interfere with the race. The entry of team members to the race track is only possible at the request of the track marshal. Car repairs cannot be performed on the track. It is forbidden to use flags, balloons, strings and any other ornaments except for drivers' parade. In a collision, breakdown, or other incident on the track, the track marshals stops race with the red flags. The Clerk of the Course or the Chief Medical Officer may ask the driver to undergo a medical examination at any point of the race and the driver is obliged to undergo medical examination.

Clerk of the Course and the Steward may request that the driver undergo a breath test or control for addictive substances at any point in the sports event and the driver is obliged to complete the examination. In case of refusing examination or proving a positive test, driver will be immediately excluded from the race without any compensation, and will be forbidden to register for the next race.

A race official may request that any car, which was participating in an accident, can be stopped and checked. Throughout the sporting event, both the driver and the passenger must be secured and properly fastened with safety belts when driving in a car. All car windows must be closed during both racing and training sessions, and a safety net must be placed in the occasion of partial opening of windows. For the duration of the sporting event, both the driver and the passenger must wear a fastened helmet while driving in a car. There is no passenger allowed in any car in any competing run. Organizer does not provide fuel. Refueling a car is only permitted in a depot and must be within a range of (max. 2 m) extinguisher at least 6 kg, all while maintaining fire safety and with regard to the environment. The team is obliged to take used tires and spare parts and guarantee tidiness in their depot. PROHIBITION OF LIGHTNING OPEN FIRE, OR FIRE PLACE. Prohibition of spinning tires (e.g. burnout) in unspecified place.

## 10.2. TRACK CONTROL

The main judge must review the course before the training begins. Officers and judges on the track need to be secured so that they are not endangered. The Clerk of the Course will arrange the connection so that a medical service can be called immediately, which must be present at all times, incl. ambulance car. The Clerk of the Course will ensure in sufficient quantity extinguishing materials suitably placed along the track.

## 12. INSURANCE

Motorsport is dangerous. The driver must have personal insurance. The Organizing Committee is not responsible for damage to the race car, to the health of the competitors, to the machinery or other team members, to the accessories or equipment of the team by accident or other event. AČR concluded with RENOMIA with CPP a framework insurance contract on the liability insurance of the organizer for damage caused to others in connection with sports events organized by entities registered or recorded in the AČR, which authorized the AČR by concluding this contract for an event they organize. The insurance is arranged for places of events in the Czech Republic. A part of the framework insurance contract is also the liability insurance of the event participant, which is arranged in case of liability for damage caused to another, by the participant of the event or by the operation of his car during a sport event entered in the FAS AČR calendar. The insurance premium for the participant's insurance according to the general insurance contract will be collected from participants of the sporting event and their amount is set out in Annex C. 2 of the NSR.

Fees: The insurance, both the organizers and the drivers, is negotiated with an integral CZK 5,000 franchise, i.e. damages up to CZK 5,000 will not be paid and damages above this limit

will be paid fully. Substantial parts of the general insurance contract are published on the website of the AČR - [www.autoklub.cz](http://www.autoklub.cz) - Information for members and clubs. The occurrence of the loss event shall be reported by the organizer or driver to RENOMIA without undue delay by the relevant form.

### 13. PREVENTIVE MEASURES

Roads and driveways to the race track must be closed to public traffic. The organizing service will be deployed to keep viewers in the designated audience areas. The edge of the racetrack must be clearly marked towards the reserved audience area. If this edge of the track constitutes of a solid barrier (concrete or plastic barriers filled with water with a minimum height of 80cm), viewers can be 5m from this barrier. If a fixed barrier is not used, viewers must be behind a metal fence of at least 1m in height at a distance of at least 10m from the edge of the track on a flat track. In turns of the track, the distance from the edge of the course must be at least 20m. If the spectators are at least 2,5m above the track, these distances may not be respected. Where there is no fixed barrier or viewers at a height of 2,5m above the runway, obstacles (masts, trees, cars, etc.) to the left and right of the runway shall be secured at a distance of 15m from the runway edge.

### 14. SIGNALIZATION

Signal flags generally accepted in motorsport and their meaning are used. The flags are used to inform the riders of the conditions on the track and they are obliged to act accordingly. Flags made of cloth are the most widely used, but can also be replaced by illuminated designs:

- YELLOW FLAG WITH RED FLAGS - this combination alerts riders to reduced track grip (due to water, oil, dirt, gravel, etc.).

- RED FLAG - stop driving, rider reduces speed and reaches the finish area.

- GREEN FLAG - the track is clear. The flag may be waved by the starter to signal START.

### 15. ADMINISTRATIVE CHECK

Registration (administrative check) can be done only by driver or team manager. Before the training, each driver must undergo administrative check at the race site - the race secretary checks the driver's identity, issues the identification bracelets to the competitors. The driver submits a license and a certificate of registration for the race and signs it on the drivers' list. If the driver is using prescription medication, he is obliged to notify this fact during the administrative check. The race secretary will ask the attending doctor for the compatibility of the drug with the racing activity. After paying the entry fee and other fees, all necessary items will be issued to the driver. The driver or manager is responsible for handing over identification bracelets to people in his team. No access to the premises is permitted without identification bracelets.

### 16. TECHNICAL CHECK (SCRUTINEERING CHECK)

Before the start of each racing season, the vehicles are tested, where the Drift Car license is issued with a check for the season. The scrutineering performed prior to the start of the race has the character of a control, technical condition of the car according to the regulation, classification of the car into groups and inspection of safety and identification elements. The driver is obliged to come to the technical check fully suited (wearing racing overall, shoes etc.), gloves and helmet with him.

The driver is obliged to have a properly filled Drift Car certificate at the scrutineering and to fill up basic information about the competition. At the beginning of the season, the Technical Delegate will execute technical tests on the cars of all groups. The scrutineering is also carried out by the Technical Delegate at each event. Every car that has passed the technical tests will receive a certificate in the form of an affixed label. The Technical Delegate has the right to check the status of the entered car before or after the car is summoned during or after the race. It is the driver's responsibility to ensure that the car is in compliance with the technical requirements at any time during the race. If a car has been seriously damaged in an accident or other incident, the Technical Delegate must fill accident record in the Drift Car



certificate. The driver or team representative is required to report to the Technical Delegate on any car defects. Without a technical check, the driver will not be allowed to qualify. The place of scrutineering should be sufficiently separate to provide appropriate conditions for undisturbed scrutineering. If the car is found to be unsatisfactory at the scrutineering, the Technical Delegate will set a deadline for placing the car in the appropriate condition.

**GRAPHIC SCHEMES AND MOUNTINGS**

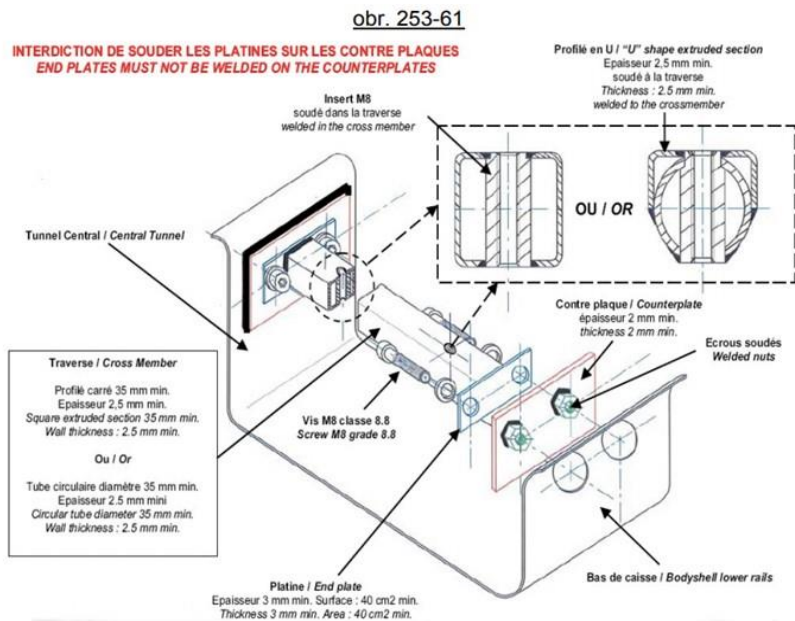
**17.1. GRAPHIC SCHEME - MARKING**

Mandatory marking of fire extinguisher, towing eye and electrical disconnect switch



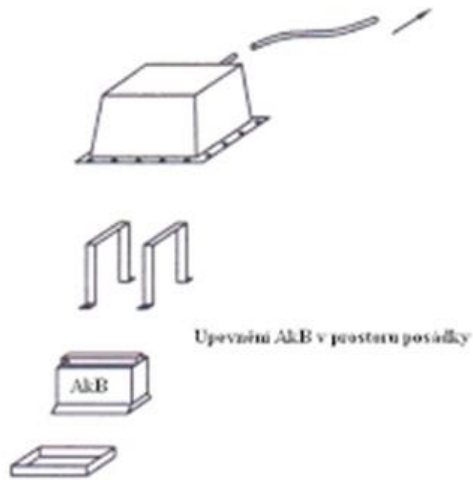
**17.2. SEAT MOUNTING**

Scheme of the recommended seat mounting. Other type of bucket seat mounting (than according to Figure 253-61) after consultation with the Technical Delegate and subsequent approval of the design.



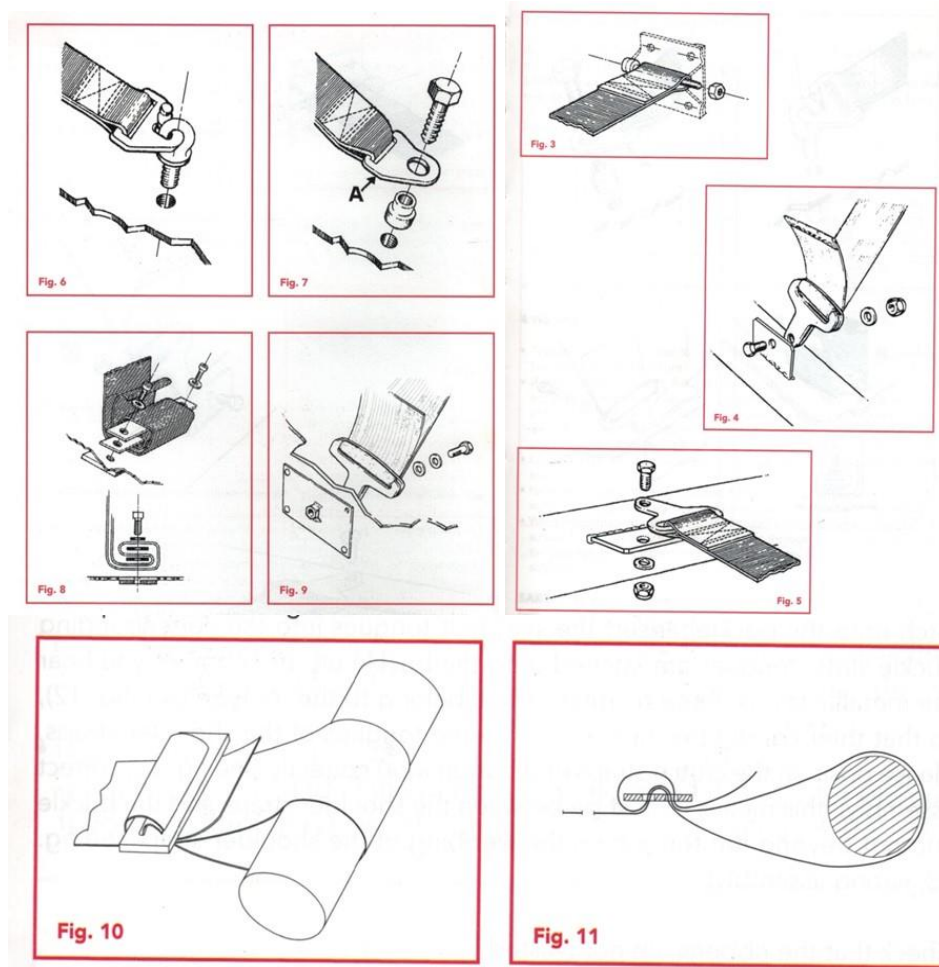
### 17.3. BATTERY AND TANK MOUNTING

Scheme of battery and safety tank attachment and cover

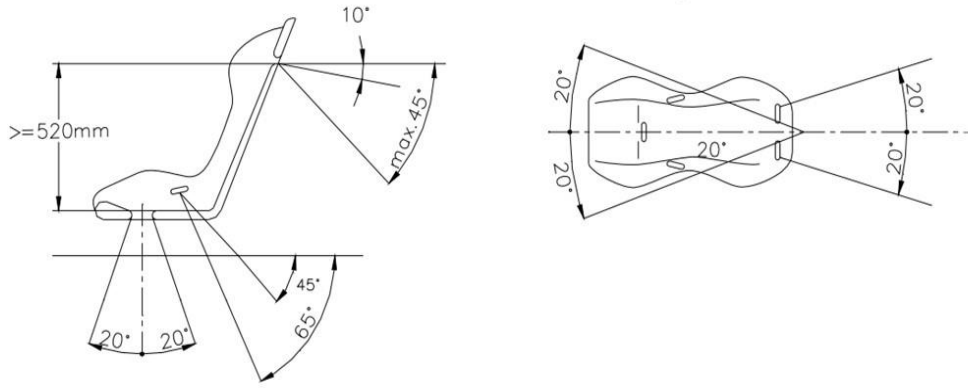


### 17.4. SEAT BELTS ASSEMBLY

Safety belt mounting scheme

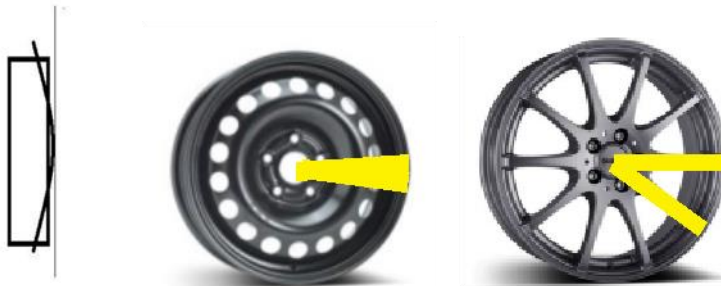


Source: <http://www.sabelt-racing.cz>



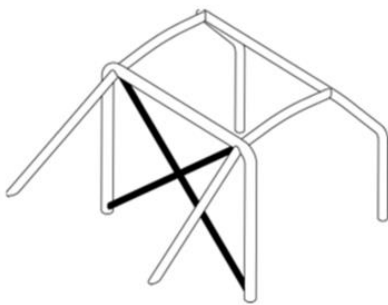
**17.5. WHEEL MARKINGS AND OVERLAPS**

A plan view of the minimum wheel covering by the mudguard, and the wheel marking.

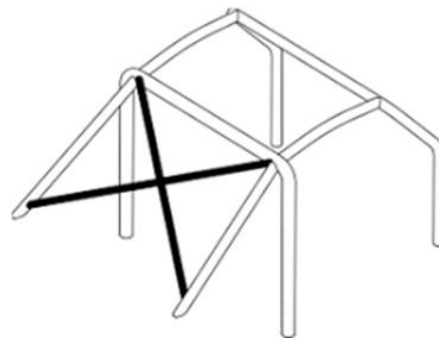


**17.6. ROLL CAGE RECOMMENDATIONS**

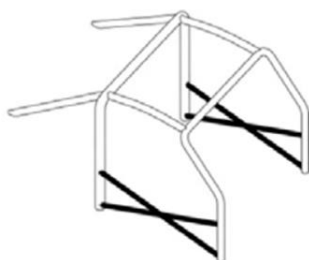
For PRO and PRO 2 categories, a minimum frame configuration is required in combination of A+C, B+C, A+D or B+D:



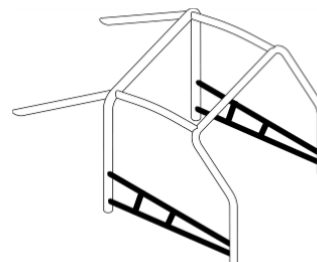
A: According to FIA Drift Rules (recommended)



B: Accepted for CDS



C:

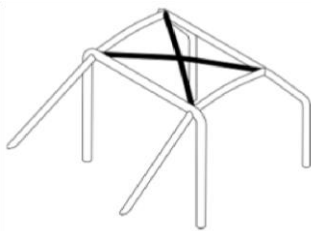


D:

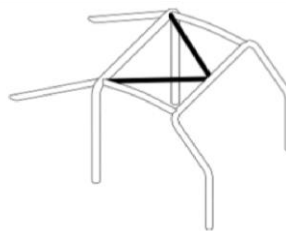
"NASCAR-STYLE" Side protection bars, which extend into the outer door skin are permitted. If the "NASCAR-STYLE" configuration is used, the outer bars must have a minimum of three vertical tube sections connecting the upper and lower door bars. Final layout of "NASCAR STYLE" side protection bars needs to be consulted in advance with technical delegate (technical commissioner).

For PRO class mandatory cage Roof reinforcement (valid for newly registered cars from 2022 season). The upper part of the safety cage must be reinforced with members according to one of the Drawings 102-9, 102-10 or 102-11. The members may follow the curve of the roof. For competitions without co-drivers, in the case of Drawing 102-10, only one diagonal member may be fitted but its front connection must be on the driver's side.

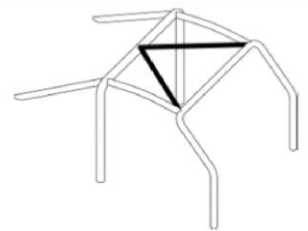
The ends of the members must be less than 100 mm from the junction between roll bars and members of the base structure (not applicable to the top of the V formed by reinforcements in Drawings 102-10 and 102-11).



102-9

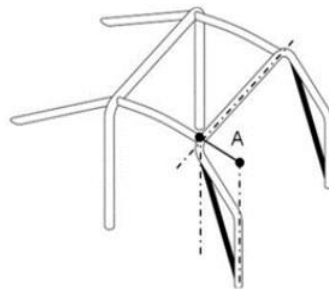


102-10



102-11

For PRO class mandatory cage Windscreen pillar reinforcement (valid for newly registered cars from 2022 season). A Windscreen pillar reinforcement is required in all safety cages on each side of the front roll bar if dimension "A" in Drawing 104-2 is greater than 200 mm. It may be bent on the condition that it is straight in side view and that the angle of the bend does not exceed 20°. Its upper end must be less than 100 mm from the junction between the front (lateral) roll bar and the longitudinal (transverse) member. Its lower end must be less than 100 mm above the (front) mounting foot of the front (lateral) roll bar.



104-2

For PRO class mandatory cage Anti-intrusion Bars (valid for newly registered cars from 2022 season). The anti-intrusion bars are intended for additional foot protection. All vehicles must be equipped with anti-intrusion bars which must connect in two places at the lower part of the front roll bar and the firewall but not penetrating any panel. See Drawing 105-2.



105-2

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**PARTITION OF THE RACE****18. BRIEFING**

The debate will take place as scheduled. The debate may also be held electronically. Only the driver, manager and spotter have access to the debate. It is MANDATORY for the rider to attend the debates for qualifying and battle. PRO and PRO 2 riders must attend the debate in their racing overalls. The debate is conducted by the head judge and the race director or promoter. Attendance throughout the debate is mandatory. The debate is conducted in Czech, in case of participation of a rider(s) from abroad also in English. During the debate, the riders will be informed about possible modifications to the race programme and about possible changes to the Special Provisions. During the debate, the Jury will define the ideal course of the course, in particular the location of the passage control points (PCPs). Failure to take part in the debate, especially in the event of an unexcused absence, may result in a fine being imposed by the Race Director. At the end of the debate, each driver will receive a certificate of participation without which he will not be allowed to qualify. The debate may also be conducted electronically.

**19. TRAINING**

Drivers start the training drives solely by signs of the start marshal. The maximum number of cars on the track (i.e. starting with the starting line and ending with the cones marking the end of the track) is four cars during training. Training is not compulsory. It is strictly forbidden to practice on the track outside the time of free practice under imposition of penalty. It is strictly forbidden to practice off-track under penalty.

**20. DRIFT RACE**

The race must be on a track with at least four turns, the track must contain three passage control points (clipping zones and clipping points), the track length must be at least 400m and the track width must allow tandem battle. The race is divided into two parts - Qualification and Tandem Battles Top 16 or Top 32. Drivers from category STREET only participate in qualifying. If Tandem Battles runs cannot be made for any reason, the qualification results will be used as the sole criterion for the overall driver ranking.

**21. QUALIFICATION**

- Each driver will complete 2 evaluated laps. Firstly all drivers will complete the first qualifying round and then everybody will complete the second run in a predetermined order.
- Each run the individual judges immediately score 1-100 points (flawless and exciting ride = 100 points), or a proportion of 100 points determined on briefing (eg 0-35 + 0-35 + 0-30 = 0100), split points may vary depending on the track.
- The ranking of the driver in the qualification is determined by the sum of the judges' points of evaluation, or the average of the points made is calculated (will be specified on briefing). The driver with the highest point gain is the first.
- It is only started by the start marshal's instructions.
- Drivers will follow the instructions of the start marshal' helper at the start area. - If a driver fails to start in to a qualifying run at the specified time, he/she will lose one qualifying run.
- If driver suffers technical issue, or damage due to collision from training, he can ask to be moved to last position of the starting grid. Driver, team manager, or spotter needs to ask officials for approval (at least 15min before qualification start). This can be approved by Race director after technical delegate approves that repair needs additional time.

**21.1. QUALIFYING JUDGING CRITERIA**

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes.

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Driving at the high difficulty level described by the judges, the driver is showing their level of vehicle control. The following four criteria are evaluated: drift angle, drift line, drift rate, and drift style.

**21.1.1. Drift line:** keeping the ideal line described on briefing, especially around clipping points and through clipping zones. Points will be splitted between zones, clipping points and other crucial positioning on the track. Wheel off deduction is deducted from this criteria points.

**21.1.2. Drift style:** Style is separated into two components; Commitment and Fluidity.

**Commitment:** Consistent throttle application. Maintaining pace throughout - using momentum to fill zones and the width of the course. Make it look exciting - approach barriers and track edge with confidence.

**Fluidity:** Smooth rotation during transition. Lock to lock angle. Car is settled and flows through the course smoothly.

Also drift initiation is part of the Style judging criteria (technique, timing and style).

**21.1.3. Drift angle:** it is evaluated maximum achieved angle at which the vehicle is able to accelerate in the designated sections of the track and vice versa the use of a greater angle for deceleration in the track sections where it is necessary to slow down. Angle corrections are evaluated negatively.

**21.1.4. Drift Speed:** Initiation speed – points are awarded for achieving the target initiation speed. This target is a minimum speed to be achieved to gain the initiation speed points. Drivers may go faster, but will not be awarded with additional points. Average speed throughout the run – received for speed measured from initiation point till finish.

#### **21.1.5. ZERO POINTS IN QUALIFICATION**

Zero (0) points will be awarded for a qualification run if any of the following occur (May be amended during the briefing):

- spin - any spin of the car between the beginning and the end of the scored part of the track,
- leaving the scored part of the track by two or more laps,
- the driver has not started the drift in the designated section,
- stopping the car before the end of the scored part of the track,
- a serious comparison,
- reverse drift (drifting at an angle opposite to that required at a given point on the track)
- a bonnet or door is opened during a scoring run
- uncontrolled crossing of the finish line

#### **21.2. Other qualification regulations:**

If there is a technical defect on the car during the qualification, all results achieved up to the time of the defect are valid and counted. The rider is obliged to enter the qualification with the vehicle in a condition in order to be able to pass the qualification run (tires, petrol, etc.).

Repair of a technical defect during the qualification is allowed, only in the interval between the qualification runs. Tire changes and minor modifications/repairs between qualifying runs are allowed. The Driver must be prepared (dressed, fastened in the running car) for his qualifying race at the moment when driver two places in front is starting (in the specified order). Driver is obliged to observe and follow the instructions of the start crew. If driver do not appear in time for the qualifying run, then he loses the qualifying round. The driver is obliged to continue in the race with the same car he has qualified in.

Sorting system in qualification:

- Qualification at the first race of the season is ascending according to the starting number
- Each subsequent race is ranked according to the current overall point status in the qualification, from the last place to the first.

### 21.3. INITIATION

During both qualifying and tandem battles the vehicle must be sideways as it passes the Initiation point, usually indicated by a marker such as a single standing cone in the “3, 2, 1” cone sequence placed trackside, as per Figure 2 below.

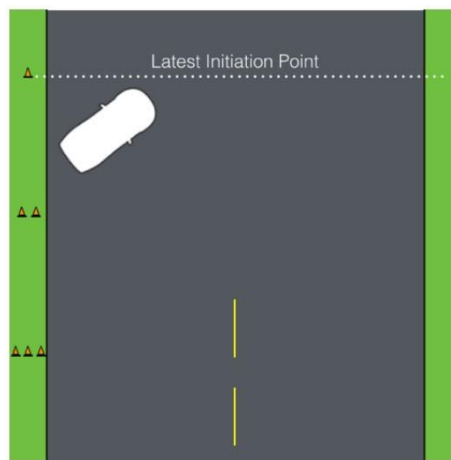


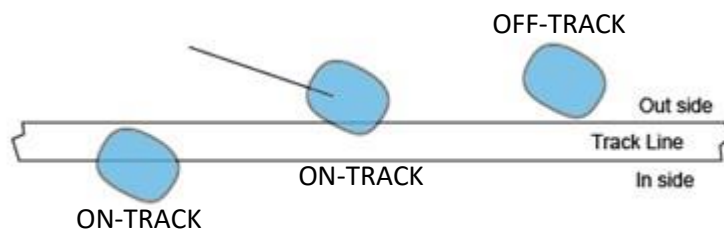
Figure 2

### 21.4. Tie Breaker for qualification scoring

Tie Breaker 1	High Qualifying Score (HQS)
Tie Breaker 2	Low Qualifying Score (LQS)
Tie Breaker 3	HQS Style Score
Tie Breaker 4	HQS Line Score
Tie Breaker 5	HQS Angle Score
Tie Breaker 6	Maximum Average Speed
Tie Breaker 7	Maximum Initiation Speed
Tie Breaker 8	LQS Style Score
Tie Breaker 9	LQS Line Score
Tie Breaker 10	LQS Angle Score

### 21.5. Judging wheel off track

Contact the road



part between the tire and



## 22. TANDEM BATTLES

The driver is obliged to compete in whole race with the same car he has qualified with. Top 32 qualified drivers in category PRO, top 16 in category PRO 2 and top4 in category PRO3 are eligible to participate in elimination runs.

An elimination system is applied in Battles:

- the first 32, 16, 8 drivers who reach the highest number of points in qualifying (when the points are equal, position is set by qualifying position), forms a pairs for the first round.

Battle - race of pairs: following pairs are made 1st + 32nd, 2nd + 31st, 3rd + 30th. .... etc. (exact classification appendix number 1)

- in case of 24 or less qualified drivers in PRO class, it is used TOP24 bracket.

- in the first run of each battle, leader is always higher qualifier.

- only the Battle winner will advance to the next round, the race ends for the loser, and he/she will receive his/her ranking based on the Qualification result.

- small finals: the defeated drivers from the semifinals will compete for the third place. - final battle: drivers will form a pair of winners from the semifinal run and they will compete for first place

- In the event that the driver cannot enter Battle, except in the event of an uncaused accident, the second of drivers proceeds to the next round in case he is able to go through the race track according to the qualification conditions. It is only allowed to start based on startmarshal signs and drivers needs to follow instructions of start marshal or startmarshals helper. The driver is obliged, at the instruction of startmarshal or his assistant, to come to the start area within the specified time limit. In the event that driver does not appear for his/her battle, the battle will be launched without his/her participation and thus the participation in the battles ends. The time limit will be set on the briefing.

Time for repair is allowed in the event of a collision with the opponent or at most once for the elimination part of the race (battles), the time limit for possible repair is 5 minutes. In a collision situation caused by an opponent, a 5 + 5 minute limit is given to fix the victim. In the event of a first driver stops due to a spin, collision, car off track or technical fault, the second driver MUST stop drifting and safely reach the finish line (by following track layout!). Violation of this rule will result in 0. Repair of a technical defect (other than a collision cause) during Battle (outside of one repair - see above) is not allowed. It is forbidden to change tires and refuel in Battle. One battle consists of two runs. **Changing a car in battle is prohibited.**

### 22.1. RANKING DRIVERS IN ELIMINATION BATTLE RUNS

#### 22.1.1. KNOCKOUT TANDEM BATTLE RUNS - PRINCIPLES

Drivers in battle runs starts at the command of the startmarshal in pairs together, in the first scored run, the higher qualified driver starts on the left side (from startmarshal' view) and is in the role of leader; the driver starting on the right side (from startmarshal' view) is in the role of the chaser and after the start, but at the latest before the mark of the beginning of the scored part of the track, he must place himself behind the leader.

If a vehicle is broken or unable to pull to the line for the battle, the remaining vehicle must make a "Bye Run" to be able to move on in the competition. The Bye Run is a non-judged qualifying lap to demonstrate that the vehicle is mechanically ready for competition.

##### 22.1.1.1. ROLE OF THE CHASER

The chaser must always demonstrate excellent ability to control the car:

- a) drift the entire track (without interruption) and COPY DRIVING the leader

- b) The chaser must follow the lead line of the leader, but he should try to drift at such a speed as to keep distance from leader as low as possible, without compromising the angle (at least same angle as leader). Chaser may overtake the leader, if it is safe and clean

(without contact and in place mentioned at briefing) without losing the lead rider's drift due to crossing the leader's line with a sudden and unreasonable reduction in speed in the final maneuver. Overtaking is only possible if the leader has not kept the ideal line. If the leader spins and causes the chaser to break the drift, the chaser will not have counted spin or a loss of drift at that point.

#### **22.1.1.2. ROLE OF LEADER**

The leader in his role is supposed to do:

- a) drive the entire track through the ideal line (LINE)
- b) drive the entire track by drift (without interruption) at the greatest angle in proportion to speed (ANGLE)
- c) keep driving smooth and void sudden deceleration outside the designated areas (FLUIDITY)

The leader has the right to choose the speed of the drift, which must correspond to the character of the track and previous rides in qualification and training. Lead driver is trying to reach 100points run as in qualification.

#### **22.1.1.3. RUN REPETITION**

If the leader gains an acceleration distance on the straight before the first turn, any judge will order cancelation of the run, the track marshals will signal with a red flag (or light signalization) and the ride will be repeated. If the chaser ranks behind the leader behind the mark of the beginning of the scored part of the track, any judge will order cancelation of the run, track marshals will signal with a red flag (or light signalization) and the run will be repeated.

#### **22.1.1.4. START LINE PROCEDURE**

The start line is located at the beginning of the course and it is the official starting point of each qualifying run and tandem battle. There is a start light, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, there may be a cone chicane, which is designed to force the lead driver to momentarily lift off the throttle, permitting the chase car to maintain proximity down the straight away leading up to the initiation point. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted, communicated either via a marshal or light panel posted trackside.

- driver has 2 minutes to arrive at the start from the moment the start is released for his run, in the start area there must be a visibly placed timer showing the remaining time.

### **22.2. TANDEM JUDGING CRITERIA**

The Judges will look for which driver performs better in the tandem battle. The Judges will watch both Run 1 and Run 2, comparing both lead runs to each other another and both chase runs to each other, allowing them to determine which driver won in each position. If the Judges are unable to determine a winner from these two runs, they can request for that a One More Time (OMT) is called. If the Judges cannot make a decision from the OMT then, extra OMT can be called, afterwards they will look at Runs 1, 2, 3 and 4 to determine the winner (if a winner is still not found, the higher qualifier will proceed in the competition).

#### **22.2.1. DECEL MAP**

The Decel Map provides a graphical representation of the course where the judges would like to see the lead vehicle on-throttle and off-throttle/braking. Lead runs that do not conform to the graphical representation of the course will receive deductions. The Decel Map will be used to ascertain fault in tandem collisions.

### 22.2.2. INCOMPLETE TANDEM RUNS

If a driver makes any of the following mistakes during a tandem run, the driver will not receive a score for that run, which will therefore be considered as an incomplete.

- Spinning Out,
- Opposite drift (Drifting with the opposite angle required at that point on course),
- Major straightening,
- Hood and/or doors opening during a run,
- Collision with the other driver that is considered “avoidable” or unsportsmanlike,
- A chase driver intentionally not chasing the lead driver after an incomplete was scored on the previous run,
- Three consecutive restarts, resulting from errors,
- Performing an Illegal pass (results in an incomplete for the chase driver),
- Getting legally passed (results in an incomplete for the lead driver), or,
- Lead or Chase driver is not fulfilling the goals set for Lead (unchasable lead) and Chase (inactive chase).

When a lead driver gets an incomplete, the run is over and the chase driver is not required to continue drifting for safety reasons. When a chase driver gets an independent incomplete, the lead driver is responsible for completing the course. If the lead driver does not complete the course in this situation, they may also be given an incomplete. If a driver in either position is deemed at fault for causing another driver to incomplete, the car at fault will inherit the other car’s incomplete.

### 22.2.3. PASSING

Passing of the lead car by the chase car is only permitted in Tandem battles when all four of the following conditions are met:

- The lead driver must be offline or completely off course,
- The chase driver can only pass on an inside clipping point,
- The chase driver can only make pass on the inside of the lead driver, and,
- The chase driver becomes the lead driver once the chase vehicle has fully surpassed the lead driver’s vehicle.

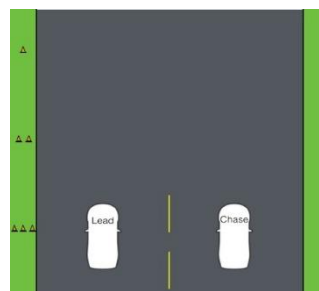
Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an incomplete on that run.

### 22.2.4. TANDEM INITIATION PROCEDURE

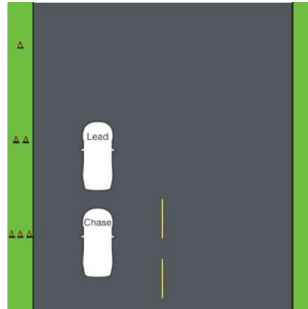
The point of initiation will be clearly marked on the course , with lane marked on the course. The lead driver may use a “flick” to initiate, but must always remain in their lane (not crossing the dividing line at all) while doing so.

The chase driver may follow either of the following two procedures for their initiation (a preferred version may be defined in the briefing, or even the only possible one):

**SIDE BY SIDE** - The chase driver can choose to initiate immediately beside the lead driver within the full width of the chase vehicle lane. The vehicle must not cross the centre line until the end of the lane markings. This will end an appropriate distance from the latest initiation point. This will give the lead driver the full width of the lead vehicle lane to initiate, while giving the chase vehicle the opportunity to maintain proximity and also time to get positioned for an initiation before the latest initiation point.



**SINGLE FILE** - The chase driver can also choose to initiate behind the lead driver. In this case, the chase driver can remain in the same lane as the lead driver with as much proximity as the chase driver can achieve while staying behind the lead vehicle. The lead driver has the full width of the lead vehicle lane to initiate in any manner desired, as the chase vehicle must stay behind the lead vehicle until the lead vehicle has initiated.



### 22.3. TANDEM COLLISIONS AND CONTACT

Vehicle contact in drifting is something that is accepted as part of the sport, however, collisions of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

#### 22.3.1. LEAD VEHICLE CAUSED COLLISION

If the lead vehicle loses drift, goes off line or unnecessarily reduces speed in tandem and the chase vehicle hits the lead vehicle, the lead vehicle may be deemed at fault for the collision.

#### 22.3.2. CHASE VEHICLE CAUSED COLLISION

If a Chase driver has a collision with a lead driver while they are fulfilling their lead driver goals, then the Chase driver will be deemed at fault.

#### 22.3.3. DAMAGE DUE COLLISION

Once a collision has occurred, the Judges will ascertain fault (leader, chaser, combined mistake). In some cases, damage sustained to the vehicles may require time to repair. Driver who caused collision can only use his competition timeout. Vehicle not at fault may request up to 10 minutes to repair their vehicle and this time is not calculated as drivers competition timeout. In case of combined mistake, both drivers can only use their competition timeout.

#### 22.3.4. DECISION IN CASE CAR IS UNREPAIRABLE AFTER COLLISION

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, the Chief Scrutineer and/or Technical Delegate will verify that indeed the vehicle is not repairable in time for the second run of that battle and pass the information to the judges, who will declare that driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to continue in competition, he will not move on in competition.

If the case above occurs in the final battle, the Clerk of the Course and/or Race Director has the right to permit additional time for repairs up to a maximum total of 20 minutes, in order to allow the Competition to be completed.

If both the lead vehicle and the chase vehicle wreck on the first run of the battle and are unable to continue due to excessive damage, with no driver deemed at fault (i.e. both driver's wreck independently of each other, or combined mistake), the winner is determined based on the higher qualifying position.

If both the lead vehicle and the chase vehicle wreck on the second run of the battle and are unable to continue due to excessive damage, with no driver deemed at fault (i.e. both driver's

wreck independently of each other, or combined mistake), the winner is determined based on the scoring of the first run of the battle. In case of even scoring, winner of the battle is determined based on the higher qualifying position.

After repair Chief Scrutineer and/or Technical Delegate needs to inspect vehicle if it is safe to continue in competition. If vehicle is evaluated as unsafe, it is same situation as if the driver did not make the repair on time.

#### **22.3.5. TANDEM REPLAYS AND TELEMETRY**

When such technology is available, a video replay should be shown to the Judges after each battle run.

All judging is done from the designated the judging stand, which should be placed in a location so as to give the maximum view across the course. If a clipping point is not visible from the judging stand, an additional system must be available for that point. This could be something as simple as a marshal with a flag to communicate if a clip has been made, or a technological solution such as video or telemetry.

**External data or video is not admissible in the evaluation of a protest.**

Should telemetry be used, the organisers will have the right to install equipment on each car as required. Any refusal to allow such technology to be installed will result in that competitor not being permitted to take part in the competition. In the event that on-board telemetry is used, it will only be considered as a tool to assist the Judges with scoring and the final decision will always remain with the Judges.

#### **22.3.6. VEHICLE SERVICE DURING TANDEM**

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, and fuelling.

#### **22.4. 5min TIME LIMIT FOR REPAIR**

In order to maintain safety in the competition, teams may request a competition timeout (maximum 5 minutes) to make necessary corrections. The competition timeout is not used for strategic purposes. Only a designated team representative will be able to request the use of the 5 min competition timeout and this must be done through the Chief Technical Officer, Sports Commissioner or the Competition Director. Only the Race Director Race Director may grant approval for a 5 min time limit competition. The request will not be granted if the competition time limit is deemed to be unjustified. No tire changes will be allowed during the 5 min time limit unless a tire is bounced off the rim or damage to the rim/tire is caused by a collision. Tires must be able to withstand 2 consecutive runs. The 5 min time limits are for vehicle repairs, no adjustments to tire pressure or suspension settings will be allowed.

Competitors who fail to make the necessary repairs within the time limit will be eliminated from the competition and forfeited to the competitor. Teams may only use one 5 min time limit during the competition. This 5 min time limit cannot be used during qualifying or practice. Additional requests for a 5 min time limit are not allowed unless specified elsewhere in these rules. After repairs, the Chief Technical Delegate or Technical Commissioner must check the vehicle to see if it is safe to continue in competition. If the vehicle is judged unsafe, it is the same situation as if the driver had not made the repair in time

## APPENDIX

### 23. DISCLAIMER

Regardless of the FIA Sporting Code, participants in a sporting event and accredited persons, by participating in the event, waive all rights to claim from the Organizing Committee, respectively officials, in any way for damages incurred in connection with a sports event.

### 24. ACCREDITATION, JOURNALISTS

Contestants and other persons who plan to take pictures in any form for commercial purposes during a sports event and to enter outside of the spectators' seats must register with the sports company secretary and obtain accreditation. The accreditation granted sets out the safety rules of the accredited person's behavior and clarifies the criteria for the use of photos and video material. In the application for accreditation, the applicant shall provide the necessary personal data and the specification of the medium for which the record is made. The organizer reserves the right to obtain copies of all material acquired during the duration of the competition as well as the right to use it. Violation of the accreditation conditions may result in the exclusion of the accredited person from the competition.

### 25. CODE OF CONDUCT AND BEHAVIOR

Drift under penalty of punishment is strictly forbidden in the depot. It is strictly forbidden to drive in a depot at a speed higher than 10 km/h under penalty. Competitors must be dressed, dressed in clean and appropriate clothing. Drivers' overalls must not be damaged. Drivers are strictly forbidden to use alcohol or drugs from beginning until the race ends under penalty of exclusion. Refusal to perform a breath test results in exclusion from the race. The organizer reserves the right to execute breath test of the competitor at any time without prior notice and at his own expense. The prescription medicines used by the driver on the prescription from the doctor must be stated by the driver at the time of registration. Strict observance of the quiet times from 22:00 - 7:00. The Code of Conduct is binding for all competitors not only during the sporting competition, but also in press conferences, public performances or race promotions. Drivers, respectively entire teams are required to participate in the promotional events of the competition according to their possibilities. The driver is responsible for the behavior and appearance of the team and its guests. Professional behavior is mandatory for drivers, respectively for teams. Teams must observe professional behavior and safety at all times, or negligent or knowing violations of any kind of safety policy will not be tolerated. Competitors will leave their stand clean, tidy and free of waste after the sports event (includes tires).

## FINAL PROVISIONS

These standard propositions are approved by the Drift Commission under the AČR (Czech ASN)

### Exemplar of Special provisions for the Czech Drift Series:

These special provisions of the race are part of the Czech Drift Series Sporting Code, a competition organized by the Drift Club in the AČR (Czech ASN), a civic association that holds sports powers for organizing the Czech Republic's drift racing championship. The above race is counted in the Czech Republic's Drifting Championship. The entire race is governed by the NSR FAS AČR, Standard Drifting Regulations, issued by the Special Provision and subsequent amendments. **A. Race Program**

#### Date:

09.00 – 10.00 administrative check and technical scrutineering

11.20 – 12.20 training **Date:**

11.20 – 12.20 main race

**B.** The headquarters and official message board are located in the racing car park

**C.** The organizer of the race is: Drift Club in ACR, based in: ....., e-mail: ales.sila@volny.cz

The race is held on: ..... at .....

#### **D. Organizing committee composition**

Chairman: Josef Strnad; Deputy Chairman: .....

#### **E. Officials**

Steward: ..... Main

Judge:

Judges:

Technical Delegate: .....

Clerk of the Course: .....

Security Officer:

Race Secretary:

Chief Doctor: TBA

#### **F. Course characteristics**

Track length: ..... Track width: .....

#### **G: Divisions of sports cars**

Group A – cars of category Drift Car; Group B – stock cars

#### **H: Number of participants and entry deadline**

All drivers can participate in the race according to the Standard Drift Regulations 2021.

The minimum number of participants in each category: ... Maximum number of entries is 60

Application deadline is ..... at 6 pm unless otherwise stated in SR (Special Provisions). List of

Prizes and Cup: .....

#### **I. Checks, deposits and insurance**

Place and time of drivers and cars check: .....

The deposit to the race is ..... CZK for the payment associated with the application and ..... CZK for payment at administrative check. The deposit includes car insurance against damage caused to third parties. Drivers are insured against damage caused to a third party by insurance number 0013943081 was concluded between the AČR and Česká podnikatelská pojišťovna, a.s. Vienna Insurance Group, through RENOMIA, a.s.

Restrictions on car advertising: .....

#### **J. Time of publication of results**

All results will be posted on the official notice board about 20 minutes after the end of the qualifying runs of the individual groups or individual final races. The prize and cup will be distributed within thirty minutes of the end of the finals.

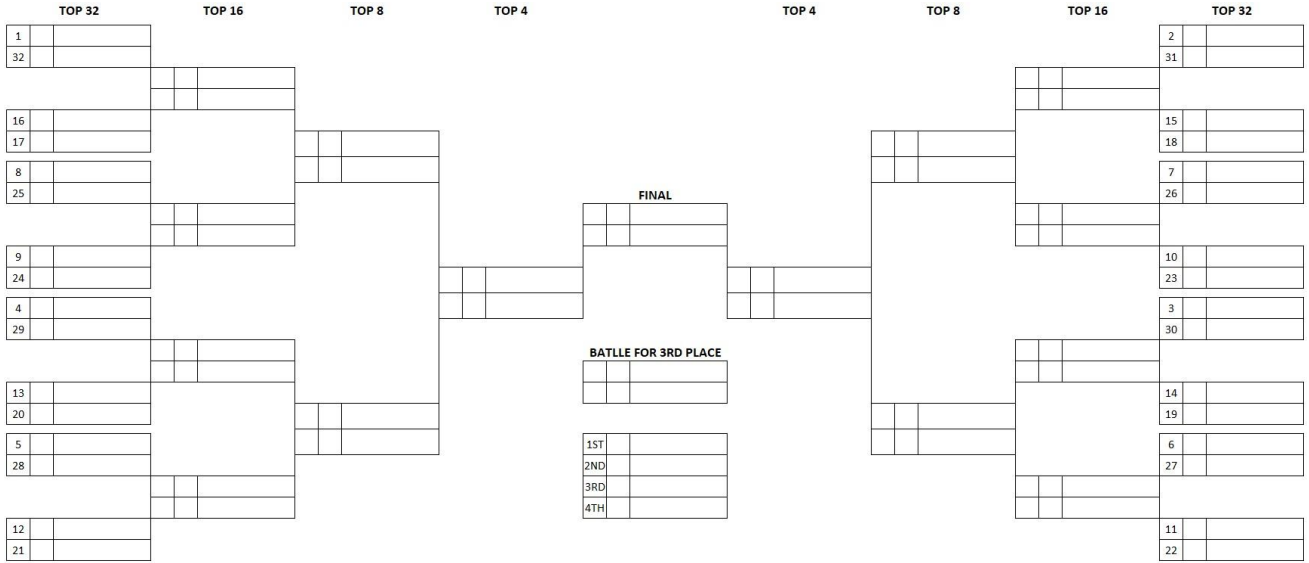
#### **K. Empowerment**

These Special Provisions were approved by FAS AČR under Ref. number ..... On .....2021

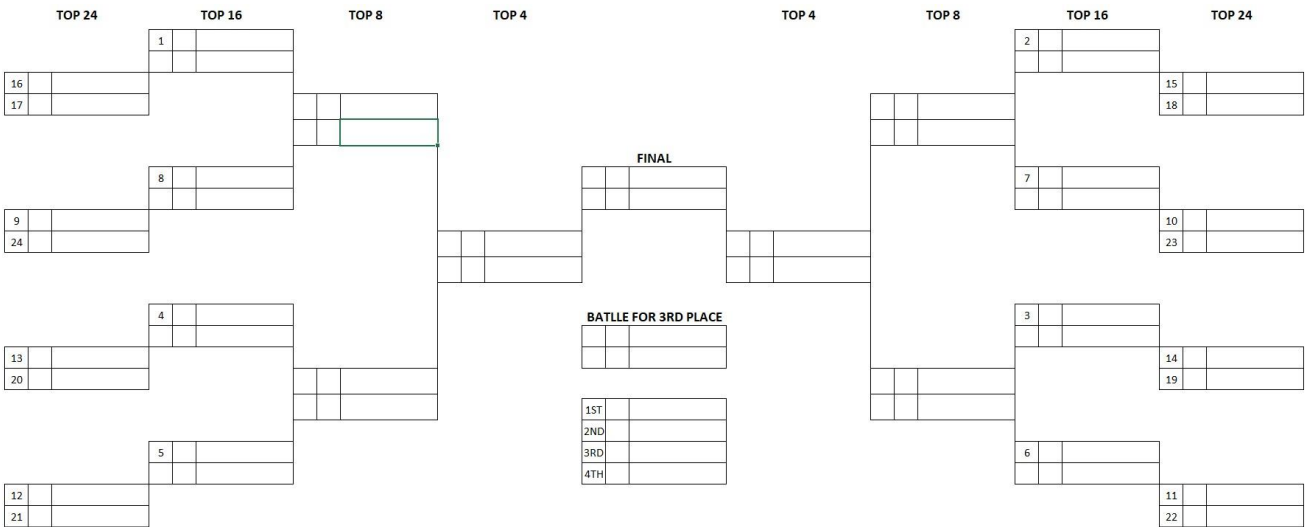
Josef Strnad - Steward  
Lukáš Bruna – Clerk of the Course



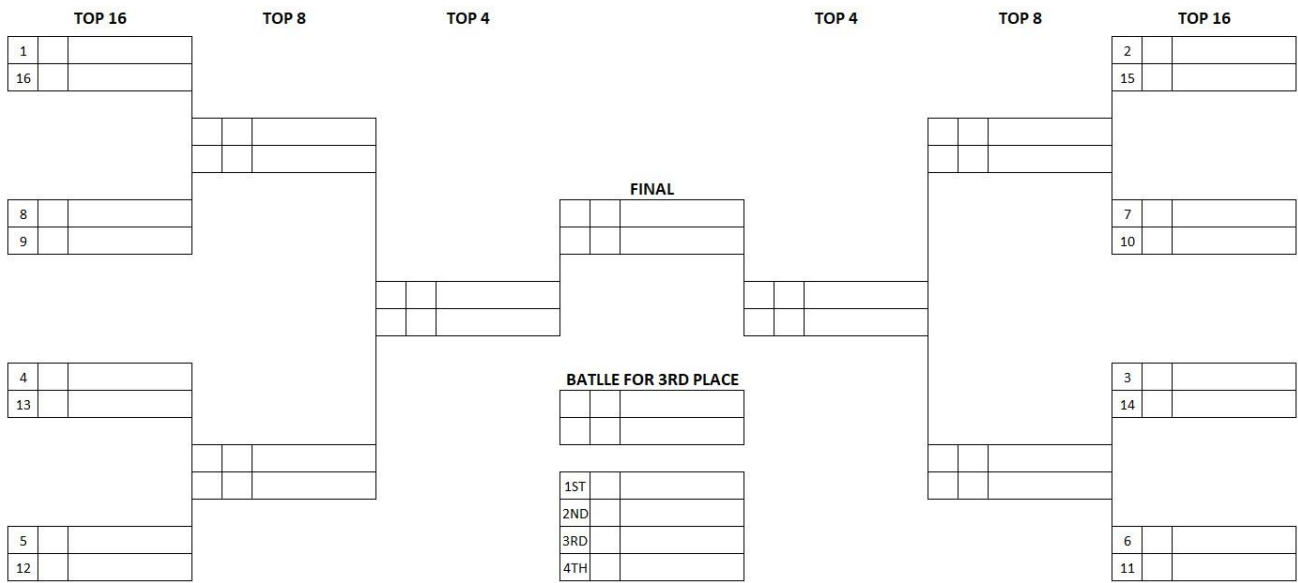
**APPENDIX 1**  
**TOP 32 BRACKET**



**TOP 24 BRACKET**



### TOP 16 BRACKET



### TOP 8 BRACKET

