

2021 Czech Drift Series Sporting Regulations

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2021 Czech Drift Series Sporting Regulations

Competitions organized by the Drift Club in the Czech ASN (Autoklub ČR), a civic association that holds sports powers to organize the Czech Republic's virtual drifting championship.

INTRODUCTION

The Czech Republic Championship in virtual drift is organized in accordance with the International Sports Regulations and the National Sports Regulations of the Autoklub of the Czech Republic (ASN AČR) under the name Virtual CDS organized by the Czech Drift Series (CDS). The purpose of issuing these sports regulations is to support the smooth running of the competition and facilitate the organization of the championship. The Sporting Code will never be used in a way that would impede a fair play sporting event or a competitor's participation, unless the organizer concludes that it is necessary for the proper conduct of the championship. This sports order forms the basis for the organization and rules of conduct of the participants of the competition, without exception.

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. 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.

The winner of whole series championship of the Czech Republic gets the title "The Champion of Czech Republic in Virtual Drift" for a renowned group for the year.

Race of the Czech drifting championship with international participation.

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:

Aleš Síla – Chairman of the Drift Club in AČR
 Josef Strnad – Deputy 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
 Martin Krpata – 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.

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 rear-axle 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.

DESCRIPTION OF COMPETITION

1. ELIGIBILITY

Everyone can take part in the virtual championship, regardless of experience. All participants are required to follow the rules written below.

To start the race, it is obligatory to be present at a predetermined time on briefing on Discord.

2. APPLICATION FORM

By registration is signed contract between the driver and organizer. This agreement will only be concluded electronically at www.drifting.cz. It obliges the driver to participate in the contest to which he has signed up to, with the exception of force majeure. The Organizer undertakes to fulfill all conditions stated in the application form. Any dispute between the driver and the organizer regarding the application will be judged by the Stewards. The closing date and time of applications must be specified in the Special Provisions and at www.drifting.cz. The application deadline must be at least on the day of the sporting event. Each application is considered valid. The organizer reserves the right to limit the total number of competitors. The organizer must submit to the Autoclub of the Czech Republic (Czech ASN) the official list of competitors of the competition and publish it on the internet address www.drifting.cz. Withdrawal of participation in the race is not possible after the deadline for applications, except for duly proven force majeure.

TECHNICAL REGULATIONS

3. REQUIREMENTS FOR CARS

Suitable body types include: coupe, sedan, hatchback, station wagon / car should not have more than 5 doors. The car must retain the basic dimensions and all body types must have a professional look / trucks, SUVs and convertibles are not allowed

3.1. DRIVEN AXLE

Only cars with rear wheel driven axle are allowed.

4. TECHNICAL REGULATIONS CAR FILE

The *.kn5 file (3D model) must not be larger than 60 MB and each folder with the car skin must not be larger than 30 MB. Also, the appearance of the car and window MUST be in *.dds format, not *.png format. If they do not meet these criteria, you will be asked to meet them or you will not be able to compete.

5. CHANGE OF CAR DURING SEASON

Drivers can change the car (physics) during the season, but must skip the next race from the car change (physics). → **will be soon revised and drivers will be informed about change how it will be possible to change physics and car**

Send a change of car (physics) no later than one week before the start of the race.

6. LIMITATIONS

It is forbidden to use ABS, TC, KERS systems.

6.1. TIRES

Vehicles are limited by the size of the rear tires that can be used, depending on the weight of the vehicle.

Maximum wheel diameter is 18".

The front tires are limited by a maximum width 20mm narrower than the width of the rear tires (for example, rear tires with a width of 285 mm, front tires with a maximum width of 265 mm). The front tires may be narrower than the maximum width.

Limitation of rear tires based on car weight:

Car weight	Maximum rear tyre width
1090 - 1134kg	235mm
1135 - 1179kg	245mm
1180 - 1224kg	255mm
1225 - 1269kg	265mm
1270 - 1314kg	275mm
1315 - 1360kg	285mm
1361 - 1406kg	295mm
1407 - 1451kg	305mm
1452 - 1496kg	315mm

Competitors are obliged to use our tires, which we will install on your vehicle as soon as it is sent to the technical inspection. If drivers need tires for testing, these tires can be obtained using a downloadable application.

7. PERMITTED VEHICLE MODIFICATIONS

7.1. ENGINE

Engine modifications are open if they are realistically possible and under the condition of a maximum output of 1000hp.

In case of doubt, the driver will be required to provide actual engine / engine (wheel) dyno data from an existing vehicle. Otherwise, the engine settings can be adjusted to the "real level" according to the engine settings in the race car.

7.2. SUSPENSION

All suspension modifications are permitted.

Modifications to the vehicle chassis will be reviewed by a technical delegate to make sure they are realistic.

The maximum steering angle is limited to 72 degrees and only the front axle can be steered. Chassis modifications should be as close as possible to the actual modifications made to the vehicle type.

If the modifications to the vehicle are found to be too unrealistic, they will be replaced from our database (wdt 2020).

7.3. POWERTRAIN

All modifications are allowed except for electronic helpers (Launch Control, KERS, ABS, Traction Control, etc.).

7.4. AERO ELEMENTS AND APPEARANCE

All appearance modes are allowed, except for GT (or higher) Aero style models. I.e. BCL wings are allowed, as is the front splitter. No diffusers except serial ones.

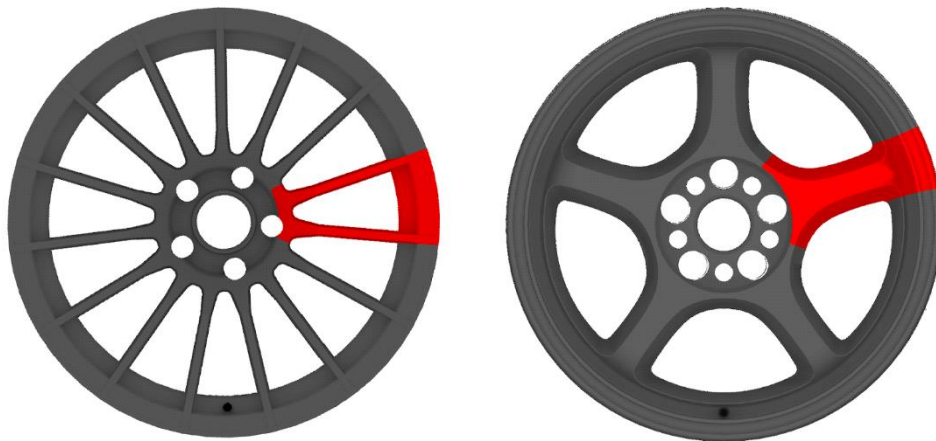
CDSV logos are mandatory (nameplate and window banner).

Brake pads required on both sides of the vehicle (above the windscreen and rear window)

The vehicle must always maintain a professional and non-political appearance. This includes (but is not limited to) animations, uniforms, horns, and car sounds (note: no political or discriminatory content).

Each disc (wheel) must be marked with a contrasting color, which must cover at least 20% of the edge (according to Figure 1). It must also be fully interconnected and not cross-sectional. The marking must be made in only one color and the scrutineering team has the last word to

accept or reject the bike markings. If you have any questions or concerns, please contact the CDSV team. No blurred objects.



Picture #1

7.5. COLLISION MODEL

There must be no more than 60 triangles in total. Figure 2 serves as a guide, if your collision model falls outside the marked ones, then it will be reviewed by a technical officer on a case-by-case basis. The driver should get as close as possible to the real vehicle with the collision model, this also applies to the 3D model.



Picture #2

RACE OFFICIALS

8. 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

8.1. 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.

8.2. 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.

8.3. 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.

8.4. 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.

8.5. 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 determine the winner on the basis of a tandem-battle ride based on a comparison of the leading ride with the leading ride and the chasing ride with the chasing ride. If the result is a tie, the ride must be repeated. The maximum repetition is 3. Then the jury must determine the winner. 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. 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:

Points for qualification:

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

Points for tandem battles:

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

PROTESTS

9. 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.

9.1. 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.

9.2. 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.

9.3. 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.

9.4. 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.

PARTITION OF THE RACE

10. BRIEFING

The briefing is held on schedule. Only the driver, manager and spotter have access to the briefing. For drivers it is MANDATORY attendance on briefing for qualification and battles. Driver of PRO and PRO 2 class must appear on briefing in a racing overall. The main judge and Clerk of the Course or promoter lead the briefing. Participation throughout whole briefing is mandatory. The briefing is conducted in Czech, in case of participation of driver(s) from abroad, also in English. During the briefing, the drivers will be informed of any changes to the

event's program and any changes to the Special Regulations. The judges defines the ideal line, in particular the placement of clipping points and clipping zones. If the driver does not take part in the briefing, especially in the case of unexcused absences, the Clerk of the Course may penalize him by imposing a fine. At the end of the briefing, each driver receives a confirmation of participation without which he will not be admitted to the qualification.

11. 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.

12. 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.

13. 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 = 0-100), 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.

13.1. 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. 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.

13.1.1. 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.

13.1.2. 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).

13.1.3. 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.

13.1.4. Drift Speed: Initiation speed – drivers need to be faster than minimum speed. Speed will indicator, if all deceleration zones are followed properly, or if there was decelerating outside the deceleration zone. For excessive deceleration in deceleration zone can be given points deduction.

13.1.5. 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):

- A spin of a car between the start and end of a scored section of a track,
- Leaving a scored area of the track by 2 wheels,
- No drift initiation,
- Stopping car before finish line,
- Major straightening,
- Opposite drift (Drifting with the opposite angle required at that point on course), or,
- uncontrolled crossing of finish line.
- LAG – problem with drivers connection to the server, which will cause invalid run.

13.2. 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.

13.3. 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.

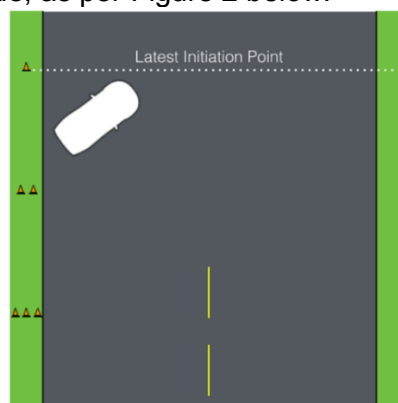
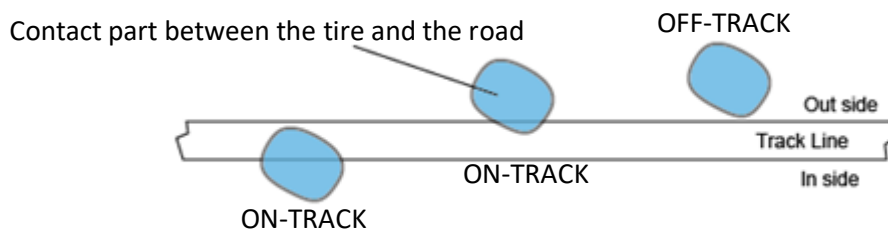


Figure 2

13.4. 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

13.5. Judging wheel off track



14. 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 top 4 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, 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. Repair of a technical defect (other than a collision cause) during Battle is not allowed. It is forbidden to change tires and refuel in Battle (reset car). One battle consists of two runs. **Drivers cannot use the option to reset the vehicle "Back to pits" during the race due to tire wear or damage to the vehicle..**

14.1. RANKING DRIVERS IN ELIMINATION BATTLE RUNS

14.1.1. 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.

14.1.1.1. 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' 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.

14.1.1.2. 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.

14.1.1.3. 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.

14.1.1.4. 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.

14.2. 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).

14.2.1. 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.

14.2.2. 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).
- LAG – problem with drivers connection to the server, which will cause invalid run.

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.

14.2.3. 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.

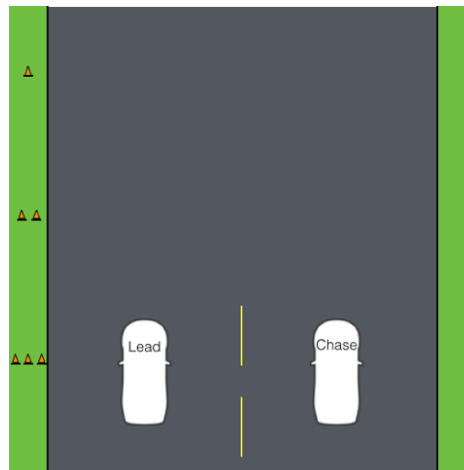
Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an incomplete on that run.

14.2.4. TANDEM INITIATION PROCEDURE

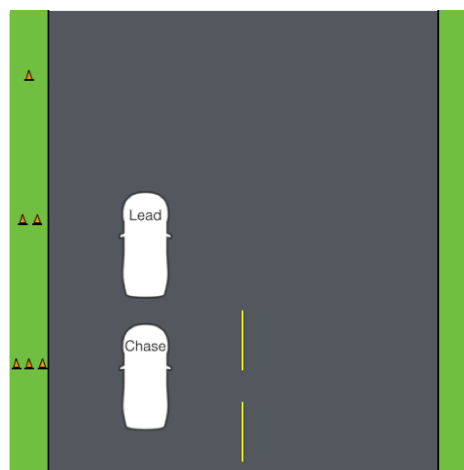
The point of initiation will be clearly marked on the course, with lane markings on the course. The lead driver may use a “flick” to initiate, but must always remain in their lane (not crossing the dividing line at all) while doing so.

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.



14.3. 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:

14.3.1. 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.

14.3.2. 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.

14.3.3. DAMAGE DUE COLLISION

As soon as a collision occurs, judges finds a mistake (leading driver, chaser, combined mistake). A vehicle that is not at fault can request a repair of its vehicle (reset). In the event of a combined error, both drivers can reset their vehicle.

14.3.4. TANDEM REPLAYS AND TELEMETRY

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

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

14.4. COMPETITION TIMEOUT

To maintain safety in the competition, teams can request a time limit for the competition (maximum 5 minutes) to make the necessary repairs. The competition time limit is not used for strategic purposes.

Only a driver using Discord can request the use of the 5min time limit of the competition.

Only the race director can give the race approval for a 5min time limit of the competition. The request will not be granted if the time limit of the competition is considered unjustified.

Competitors who do not make the necessary repairs within the set time limit will be excluded from the competition and for the benefit of the opponent.

FINAL PROVISIONS

15. 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.

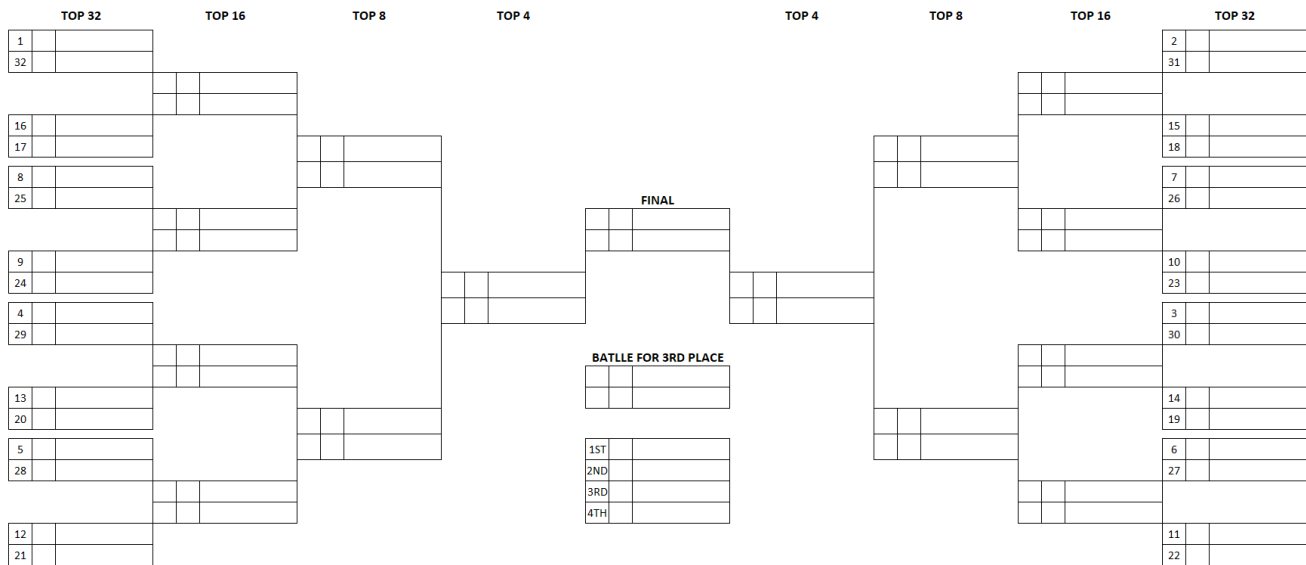
16. CODE OF CONDUCT AND BEHAVIOR

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.

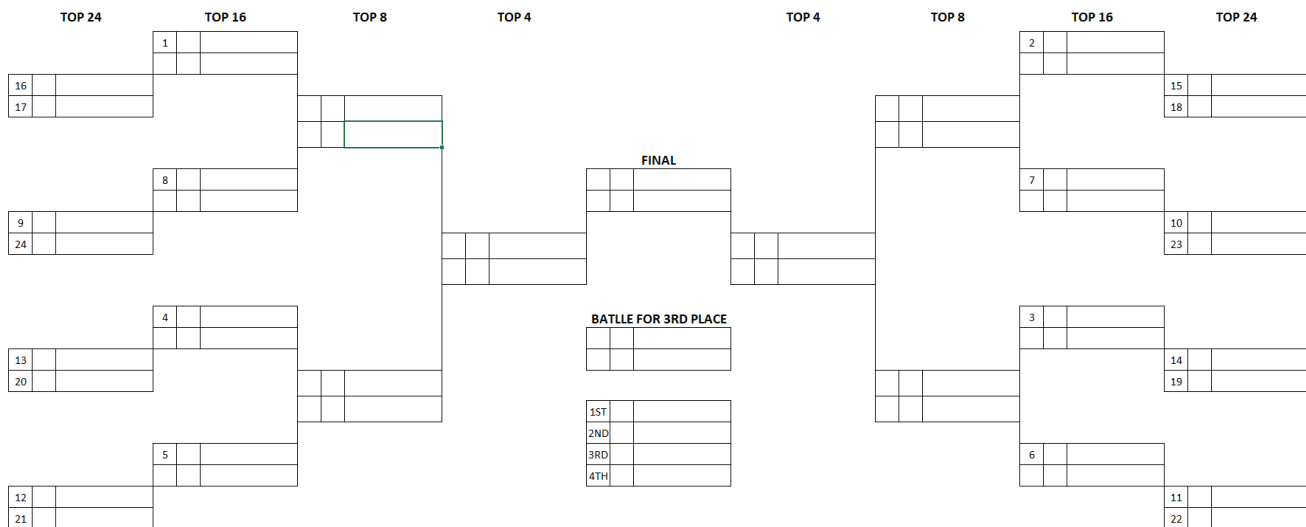
Professional behavior is mandatory for drivers, respectively for teams. Teams must observe professional behavior and safety at all times, or negligent or knowing violations of any kind of safety policy will not be tolerated. Competitors will leave their stand clean, tidy and free of waste after the sports event.

APPENDIX 1

TOP 32 BRACKET



TOP 24 BRACKET



TOP 16 BRACKET

