

## 2019 Czech Drift Series Sporting Regulations

### INDEX

#### PREAMBLE

INTRODUCTION .....	3
STATUS .....	3
GENERAL INFORMATION .....	4

#### RACE DIVISIONS

1. COMPETITION PARTICIPANTS .....	4
2.0 RACE TYPE .....	4
2.1. GYMKHANA .....	4
2.2. DRIFT .....	5
3. APPLICATION FORM .....	5

#### TECHNICAL REGULATIONS

4. REQUIREMENTS FOR CARS .....	6
5. TECHNICAL REGULATIONS CATEGORIES .....	6
5.1. CATEGORY STREET .....	6
5.2. CATEGORY STREET+ .....	7
5.3. CATEGORY SEMI-PRO .....	8
5.4. CATEGORY PRO .....	9

#### RACE OFFICIALS

6. RACE OFFICIALS .....	11
6.1. STEWARD .....	11
6.2. CLERK OF THE COURSE (RACE DIRECTOR) .....	11
6.3. RACE SECRETARY .....	12
6.4. TECHNICAL DELEGATE (TECHNICAL COMMISSIONER) .....	12
6.5. JUDGES .....	12

#### PENALTIES

7. PENALTIES .....	13
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#### PROTESTS

8. PROTEST .....	13
8.1. RIGHT TO PROTEST AND PROTEST FEES .....	13
8.2. TIME LIMIT FOR PROTEST .....	13
8.3. UNACCEPTABLE PROTESTS .....	14
8.4. PROTEST DECISION .....	14

#### GENERAL PROVISIONS

9. GENERAL TECHNICAL PROVISIONS .....	14
10. COMPETITION NUMBERS AND ADVERTISING ON CARS .....	14
11. SAFETY .....	15

<b>12. REQUIRED GEAR</b> .....	<b>15</b>
<b>13. INSURANCE</b> .....	<b>15</b>
<b>14. PREVENTIVE MEASURES</b> .....	<b>16</b>
<b>15. SIGNALIZATION</b> .....	<b>16</b>
<b>16. ADMINISTRATIVE CHECK</b> .....	<b>16</b>
<b>17. TECHNICAL CHECK (SCRUTINEERING CHECK)</b> .....	<b>17</b>

#### **GRAPHIC SCHEMES AND MOUNTINGS**

<b>18.1. GRAPHIC SCHEME - MARKING</b> .....	<b>17</b>
<b>18.2. SEAT MOUNTING</b> .....	<b>18</b>
<b>18.3. BATTERY AND TANK MOUNTING</b> .....	<b>18</b>
<b>18.4. SEAT BELTS ASSEMBLY</b> .....	<b>19</b>
<b>18.5. WHEEL MARKINGS AND OVERLAPS</b> .....	<b>20</b>
<b>18.6. ROLL CAGE RECOMMENDATIONS BY CATEGORIES</b> .....	<b>20</b>

#### **PARTITION OF THE RACE**

<b>19. BRIEFING</b> .....	<b>21</b>
<b>20. TRAINING</b> .....	<b>21</b>
<b>21. RACE</b> .....	<b>21</b>
<b>22. QUALIFICATION</b> .....	<b>21</b>
<b>23. BATTLES</b> .....	<b>22</b>

#### **APPENDIX**

<b>24. DISCLAIMER</b> .....	<b>24</b>
<b>25. ACCREDITATION, JOURNALISTS</b> .....	<b>24</b>
<b>26. CODE OF CONDUCT AND BEHAVIOR</b> .....	<b>24</b>

#### **FINAL PROVISIONS**

<b>FINAL PROVISIONS</b> .....	<b>25</b>
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## 2019 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 six 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.

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:

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](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 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.

## 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.

### 2. RACE TYPE

#### 2.1. GYMKHANA

It is an entry into the drift-racing contest that is measured on time. In case of a checkpoint being knocked down, the competitors receives a penalty seconds. i.e. in case of hitting, non-observance of checkpoints, or interruption of controlled sliding, a penalty seconds are given to driver. Gymkhana is divided in to two groups: STREET and PRO. The categorizing in the group is conditional on a driving test before the CDS commission. This commission, headed by the Stewards, will always have a decisive say on the categorizing of competitors.

##### 2.1.1. GYMKHANA CATEGORY STREET

Street category is intended for beginners or intermediate drivers. Intended for anyone who has little or no experience in drift races and whose vehicle complies with STREET technical regulations. In case of usage of vehicle from category STREET+, Semi-PRO and PRO according to the technical regulations, the maximum section width, during the race, of the rear axle tires will be 205 mm.

##### 2.1.2. GYMKHANA CATEGORY PRO

The PRO category is designed for drivers with the required level of drift experience and whose vehicle complies with STREET, STREET +, Semi-PRO or PRO technical regulations. The condition of the required degree of practice in drift races is considered to be fulfilled by placing in third place overall in the previous CDS season of the STREET category. All competitors of the Semi-PRO and / PRO group must have the Drivers National License Group E from AČR or similar local country FIA ASN license.

## **2.2. 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 into 4 categories: STREET, STREET+, Semi-PRO and PRO.

### **2.2.1. DRIFT CATEGORY STREET**

Designed for complete beginners or intermediate drivers, category STREET is designed for anyone who has little or no experience in drift races and his vehicle complies with STREET technical regulations.

### **2.2.2. DRIFT CATEGORY STREET+**

Designed for complete beginners or intermediate drivers, category STREET+ is designed for anyone who has little or no experience in drift races and his vehicle complies with STREET+ technical regulations.

### **2.2.3. DRIFT CATEGORY SEMI-PRO**

The Semi-PRO category is designed for drivers with the required level of drift experience and whose vehicle complies with Semi-PRO 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 STREET+ category and the transfer to the Semi-PRO category is compulsory and for the STREET to Semi-PRO 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 Semi-PRO group must have the Drivers National License Group E of the AČR (Auto club of Czech Republic) or similar local country FIA ASN license.

### **2.2.4. 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 in drift races is considered to be fulfilled by placing in the third place overall in the previous CDS season of the Semi-PRO 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.

### **2.2.4. APPLICATION FORM**

By registration is signed contract between the driver and organizer. This agreement will only be concluded electronically at [www.drifting.cz](http://www.drifting.cz). It obliges the driver to participate in the contest to which he has signed up and to make a subsequent payment by group of his choice at the time of registration to the event, with the exception of force majeure. The Organizer undertakes to fulfill all conditions stated in the application form. The application must contain the names and addresses of participants of the competition optionally name of his team and category the driver is claiming. The Steward will review any dispute between the driver and the organizer regarding the application. The application deadline and date must be specified in the Supplementary Regulations and on [www.drifting.cz](http://www.drifting.cz). The application deadline must be at least 2 days prior to the start of the sports event. Each application is considered valid.

The organizer reserves the right to limit the total number of competitors. For a Semi-PRO, STREET, and STREET + group, a maximum of two drivers can be enrolled to one car, and an ongoing driver must be designated before race for the case of battle between them. Only one rider per car can sign up for a PRO category. Holders of national or international ASN licenses and drivers who will be enrolled in the list of one-time licenses (so-called one-day licenses) will be eligible to participate in the competition. A one-day license is only possible for drivers of the Street category in the price of the entry fee and one-time foreign competitors (the price will be stated in the race schedule). Minors (age of 17 and lower) need an exception issued by the organizer of the competition to participate in the competition, the presence of a legal guardian throughout the race, and his / her consent signed on driver statement. The organizer is obliged to hand over the official list of competitors to the AČR and publish it at [www.drifting.cz](http://www.drifting.cz).

Unsubscribe from the race or refund of the paid entry fee is not possible with the exception of duly proven force majeure after expiry of the deadline.

## TECHNICAL REGULATIONS

### 4. REQUIREMENTS FOR CARS

The use of a car of category M1, N1 with a self-supporting body (truck and passenger car up to 3.5 t) is permitted. The use of a car modified from a four-wheel drive or a front wheel drive to the rear wheel drive is permitted. The use of a 'convertible' car is only permitted in the case of the installation of a protective frame according to Annex J, to a minimum extent, see the figure below and the unconditional use of the FIA protective net over the entire protective structure. Racecars can be divided into four categories.

It is not permitted to interfere with the car's structure, changing its shape, from the front axle to the rear axle (wheelbase). Only the necessary modifications to the gearbox assembly are allowed in the Firewall. Necessary floor adjustments are only permitted for storing the battery, fuel tank, fuel accessory and drive shaft, two cooling air holes with a maximum of 400 cm<sup>2</sup> (20x20cm). The floor must remain solid (complete). The mounting points for the drivetrain and the damper mountings can be reinforced. Vehicles that do not meet the above conditions will only be eligible for CDS by 2022 if they already have a valid Drift Car certificate or have passed a technical check for 2019 by April 20, 2019 at the latest.

### 5. TECHNICAL REGULATIONS CATEGORIES

#### 5.1. CATEGORY STREET

##### 5.1.1. DEFINITION OF VEHICLES CATEGORY STREET

Cars, which are approved for road traffic under applicable law. Permitted fuels: Gasoline, diesel, Ethanol, fuel additives are allowed.

##### 5.1.2. PERMITTED MODIFICATIONS CATEGORY STREET

- Replacement of the engine for a model occurring in a particular model line (e.g. E30 max. In-line six-cylinder engine).
- The exhaust pipe of any type, the silencer and the catalytic converter free, any outlet of the exhaust must be within the outline of the vehicle, not more than 10 cm from this outline and behind the rear axle. The maximum noise level is 98+2 dB (A) per measurement error.
- The transmission is free.
- The brake system must remain stock, the calipers and discs are free, it is allowed to replace or supplement the mechanical handbrake by hydraulic handbrake.
- The steering must remain as it is in the production car. Steering wheel is free.
- Spacer of the ball joint (rack spacer) and tie rod are allowed.
- Mass-produced coilovers are permitted.
- Wheels any, tires only E homologated - see picture
- Installation of aerodynamic components on the vehicle is allowed if it is an approved type for the vehicle.
- Doors, roof, bonnet and windows must retain stock, front bumper, rear bumper and front fenders can be made out of fiberglass, carbon, or carbon-kevlar. The front fenders can be wider than the originals 5 cm on each side.
- Wing mirrors must remain.
- From the front window to the B pillar, the interior must be preserved, the isolation layer of the carpet is allowed to be removed, and the interior from the B pillar to the rear can be removed.
- Stock safety belts, possibility of changing the seat for sport one (bucket seat), in case of changing the seat the safety belt must be min. 4-point and since 2020 min. 5-point harness.
- Mounting points of the seat belts must be as shown on page 19.
- The complete electrical system must remain stock, the number and type of fully-function installed lights must retain. The installation of additional and special lights is permitted.

- The vehicle must have towing points at the front and rear with min. 50 mm inner diameter, painted or visibly marked with red, yellow or orange. The towing point and its attachment must withstand a force of 20kN. See page 17 for marking.
- The battery and its location must remain stock and fixed.
- The safety net with FIA homologation must be properly fastened in case of the driver or passenger window partially opening, opening or missing.
- The fire extinguisher is obligatory to be mounted in the car: Dry powder fire extinguisher min. 2 kg within reach of strapped driver. Attachment of the fire extinguisher must withstand 25G, must be fastened with quick-release closures (min. 2x) with metal straps. The fire extinguisher must have a valid revision. See page 17 for marking.

### 5.1.3. RECOMMENDED SAFETY FEATURES CATEGORY STREET

- A protective structure according (roll cage) to appendix J by FIA (picture) is recommended. See page 20 for marking.
- Installation of bonnet safety pins.
- Battery disconnect switch.

## 5.2. CATEGORY STREET+

### 5.2.1. DEFINITION OF VEHICLES CATEGORY STREET+

Cars, which are approved for road traffic under applicable law. Permitted fuels: Gasoline, diesel, Ethanol, fuel additives are allowed.

### 5.2.2. PERMITTED MODIFICATIONS CATEGORY STREET+

- The engine is free, mounted in the original engine bay.
- The exhaust pipe of any type, the silencer and the catalytic converter free, any outlet of the exhaust must be within the outline of the vehicle, not more than 10 cm from this outline and behind the rear axle. The maximum noise level is 98+2 dB (A) per measurement error.
- The transmission is free.
- The brake system can be upgraded/modified.
- The steering can be upgraded/modified.
- The suspension can be upgraded/modified.
- Any wheels, tires only E homologated and from 2020 with a maximum section width of 205 mm - the picture of template will be delivered during the season 2019
- Installation of aerodynamic elements on the vehicle is permitted.
- Doors and roof must retain stock, front and rear bumper, front fenders and bonnet can be made of fiberglass, carbon, or carbon-kevlar.
- Windows: in case of stock windows, foil must be applied, window tinting is allowed from the B pillar to the rear. The front window must be an original glued without foil. In the case of the use of plastic materials for windows, a shatterproof material (polycarbonate) of a minimum thickness of 3 mm must be used.
- Wing mirrors must remain.
- From the front window to the B pillar, the interior must be preserved, the isolation layer of the carpet is allowed to be removed, and the interior from the B pillar to the rear can be removed.
- Stock safety belts, possibility of changing the seat for sport one (bucket seat), in case of changing the seat the safety belt must be min. 4-point and since 2020 min. 5-point harness.
- Mounting points of the seat belts must be as shown on page 19.
- The complete electrical system must remain stock, the number and type of fully-function installed lights must retain. The installation of additional and special lights is permitted.
- The vehicle must have towing points at the front and rear with min. 50 mm inner diameter, painted or visibly marked with red, yellow or orange. The towing point and its attachment must withstand a force of 20kN. See page 17 for marking.
- The battery and its location must remain stock and fixed.
- The safety net with FIA homologation must be properly fastened in case of the driver or passenger window partially opening, opening or missing.

- The fire extinguisher is obligatory to be mounted in the car: Dry powder fire extinguisher min. 2 kg within reach of strapped driver. Attachment of the fire extinguisher must withstand 25G, must be fastened with quick-release closures (min. 2x) with metal straps. The fire extinguisher must have a valid revision. See page 17 for marking.

### **5.1.3. RECOMMENDED SAFETY FEATURES CATEGORY STREET**

- A protective structure according (roll cage) to appendix J by FIA (picture) is recommended. See page 20.
- Installation of bonnet safety pins.
- Battery disconnect switch.

### **5.3. CATEGORY SEMI-PRO**

#### **5.2.1. DEFINITION OF VEHICLES CATEGORY SEMI-PRO**

Cars, which are approved for road traffic under applicable law. Permitted fuels: Gasoline, diesel, Ethanol, fuel additives are allowed.

#### **5.2.2. PERMITTED MODIFICATIONS CATEGORY SEMI-PRO**

- The engine is free, mounted in the original engine bay.
- The exhaust pipe of any type, the silencer and the catalytic converter free, the exhaust outlet must be inside the car's outline. The exhaust tip (ending) on side is PROHIBITED. The maximum noise level is 98+2 dB (A) per measurement error.
- The transmission is free.
- The brake system can be upgraded/modified.
- The steering can be upgraded/modified.
- The suspension can be upgraded/modified.
- Wheels any, maximum diameter of 18 inches, the wheel markings must be contrasting in color and design as shown below, tires of any size and from 2020 onwards a maximum section width of 235mm is allowed, the measurement will be done by the template - picture of template will be delivered during the season 2019.
- Installation of aerodynamic elements on the vehicle is permitted.
- Replaceable body parts can be replaced with composite ones.
- Windows: in case of stock windows, foil must be applied, window tinting is allowed from the B pillar to the rear. The front window must be an original glued without foil. In the case of the use of plastic materials for windows, a shatterproof material (polycarbonate) of a minimum thickness of 3 mm must be used.
- Wing mirrors can be replaced for sports, 2 outdoor, right and left sides must be maintained.
- The interior can be modified, the interior door panel till B pillar must be made of non-combustible material of min. thickness of 2 mm. Door opening must be maintained.
- The obligation to use bucket seats (shell or tubular and non-foldable, may be with outdated homologation). All seat belts must be at least 4 point and since 2020 min. 5 point harness. Mounting points See picture on Page 19, FIA Seat Mounting standard page 19.
- A complete electrical system can be replaced. Mandatory lighting, consisting of low beams, position lights and brake lights, shall be operational throughout whole race. A red LED strip must be installed at the upper edge of the windscreen and at the top of the rear window, which is connected to the brake lights without the possibility of interrupting the circuit with a minimum length of 1m.
- The vehicle must have towing points at the front and rear with min. 50 mm inner diameter, painted or visibly marked with red, yellow or orange. The towing point and its attachment must withstand a force of 20kN. See page 17 for marking.
- The battery and its location are free. If the battery is located in the crew compartment, it must be separated from the compartment by a safety cover. It must be fastened with only 2 metal straps bolted to the car structure or 2x safety belt with min. load capability 2000kg, or 4x M10 bolts. Plus pole insulation is mandatory.



- The electrical disconnect switch is mandatory and must provide a complete disconnection of electrical system including engine shutdown. The shut-off control must be within reach of the restrained driver and outside of the vehicle, properly marked. See picture on page 17.
- The safety net with FIA homologation must be properly fastened in case of the driver or passenger window partially opening, opening or missing.
- The fire extinguisher is obligatory to be mounted in the car: Dry powder fire extinguisher min. 2 kg within reach of strapped driver. Attachment of the fire extinguisher must withstand 25G, must be fastened with quick-release closures (min. 2x) with metal straps. The fire extinguisher must have a valid revision. See page 17 for marking.
- The stock fuel tank may be used (including location and attachment) or safety fuel tank (fuel cell) under the conditions specified in Article 253.14 of Appendix J of the FIA International Sporting Code or a tank welded from an aluminum alloy sheet according to Chap. E NSŘ Article 15.2.4.1. The location of the non-stock safety fuel tank must be in a separate area outside the crew and must be attached only by 2 metal straps bolted to the vehicle structure or 2 safety straps with a min load of 5,000 kg. In case of mounting with straps (both mentioned types), straps must be in direct contact with tank on the three sides of the tank when fastened. Attachment of a non-stock tank is always subject to approval by the Technical commissioner.
- Safety roll cage: The vehicle must be equipped with a roll cage according to Annex "J" of FIA Art. 253. (The minimum requirement for the protection structure configuration is shown below; the combination of diameters is permitted according to FIA Annex J). See picture on page 20.
- Conducting liquids:
  - Fuel system: The fuel system hose/tube in the crew compartment must be routed uninterrupted, the hose/tube must be armored, designated to withstand type of fuel and additionally provided with a non-flammable cover at least from the firewall to the B pillar.
  - braking system: in the crew compartment must be in copper, steel or armored (rubber, Teflon) hoses.
  - Cooling system: The hose in the crew compartment must be led through a stainless steel flexi tube; this hose must be in a non-flammable cover. The radiators must not be located in the crew compartment

#### **5.4. CATEGORY PRO**

##### **5.2.1. DEFINITION OF VEHICLES CATEGORY PRO**

Cars, which are approved for road traffic under applicable law. Permitted fuels: Gasoline, diesel, Ethanol, fuel additives are allowed.

##### **5.2.2. PERMITTED MODIFICATIONS CATEGORY PRO**

- The engine is free, mounted in the original engine bay.
- The exhaust pipe of any type, the silencer and the catalytic converter free, the exhaust outlet must be inside the car's outline. The exhaust tip (ending) on side is PROHIBITED. The maximum noise level is 98+2 dB (A) per measurement error.
- The transmission is free
- The brake system can be upgraded/modified.
- The steering can be upgraded/modified.
- The suspension can be upgraded/modified.
- Any wheels, maximum diameter 18", wheel markings must be in contrasting color and the design shown on page 20, tires of any size and from 2020 onwards a maximum section width of 265mm is allowed, the measurement will be done by the template - the measurement will be done by the template, the picture of template will be delivered during the season 2019.
- Installation of aerodynamic elements on the vehicle is permitted.
- Replaceable body parts can be replaced with composite ones.
- Windows: in case of stock windows, foil must be applied, window tinting is allowed from the B pillar to the rear. The front window must be an original glued without foil. In the case of the

use of plastic materials for windows, a shatterproof material (polycarbonate) of a minimum thickness of 3 mm must be used.

- Wing mirrors can be replaced for sports, 2 outdoor, right and left sides must be maintained.

- The interior can be modified, the interior door panel till B pillar must be made of non-combustible material of min. thickness of 2 mm. Door opening must be maintained.

- The interior can be modified, the interior door panel till B pillar must be made of non-combustible material of min. thickness of 2 mm. Door opening must be maintained.

- The obligation to use bucket seats (shell or tubular and non-foldable, may be with outdated homologation). All seat belts must be at least 4 point and since 2020 min. 5 point harness.

Mounting points See picture on Page 19, FIA Seat Mounting standard page 19.

- A complete electrical system can be replaced. Mandatory lighting, consisting of low beams, position lights and brake lights, shall be operational throughout whole race. A red LED strip must be installed at the upper edge of the windscreen and at the top of the rear window, which is connected to the brake lights without the possibility of interrupting the circuit with a minimum length of 1m. The installation of additional and special lights is permitted.

- The vehicle must have towing points at the front and rear with min. 50 mm inner diameter, painted or visibly marked with red, yellow or orange. The towing point and its attachment must withstand a force of 20kN. See page 17 for marking.

- The battery and its location are free. If the battery is located in the crew compartment, it must be separated from the compartment by a safety cover. It must be fastened with only 2 metal straps bolted to the car structure or 2x safety belt with min. load capability 2000kg, or 4x M10 bolts. Plus pole insulation is mandatory.

- The electrical disconnect switch is mandatory and must provide a complete disconnection of electrical system including engine shutdown. The shut-off control must be within reach of the restrained driver and outside of the vehicle, properly marked. See picture on page 17.

- The safety net with FIA homologation must be properly fastened in case of the driver or passenger window partially opening, opening or missing.

- The fire extinguisher is obligatory to be mounted in the car: Dry powder fire extinguisher min. 2 kg within reach of strapped driver. Attachment of the fire extinguisher must withstand 25G, must be fastened with quick-release closures (min. 2x) with metal straps. The fire extinguisher must have a valid revision. See page 17 for marking.

- The stock fuel tank may be used (including location and attachment) or safety fuel tank (fuel cell) under the conditions specified in Article 253.14 of Appendix J of the FIA International Sporting Code or a tank welded from an aluminum alloy sheet according to Chap. E NSŘ Article 15.2.4.1. The location of the non-stock safety fuel tank must be in a separate area outside the crew and must be attached only by 2 metal straps bolted to the vehicle structure or 2 safety straps with a min load of 5,000 kg. In case of mounting with straps (both mentioned types), straps must be in direct contact with tank on the three sides of the tank when fastened. Attachment of a non-stock tank is always subject to approval by the Technical commissioner.

- Safety roll cage: The vehicle must be equipped with a roll cage according to Annex "J" of FIA Art. 253. (The minimum requirement for the protection structure configuration is shown below; the combination of diameters is permitted according to FIA Annex J). See picture on page 20.

- Conducting liquids:

- Fuel system: The fuel system hose/tube in the crew compartment must be routed uninterrupted, the hose/tube must be armored, designated to withstand type of fuel and additionally provided with a non-flammable cover at least from the firewall to the B pillar.

- braking system: in the crew compartment must be in copper, steel or armored (rubber, Teflon) hoses.

- Cooling system: The hose in the crew compartment must be led through a stainless steel flexi tube; this hose must be in a non-flammable cover. The radiators must not be located in the crew compartment

## RACE OFFICIALS

### 6. 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

#### 6.1. 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.

#### 6.2. 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.

### 6.3. 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.

### 6.4. 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.

### 6.5. 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:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Points	20	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1

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.

## PENALTIES

### 7. 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 10.000, - CZK
- 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 and may not exceed CZK 2,000 for each individual non-compliance or non-compliance. 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

### 8. 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.

#### 8.1. 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.

#### 8.2. 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.

### **8.3. 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.

### **8.4. 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**

### **9. 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.

### **10. COMPETITION NUMBERS AND ADVERTISING ON CARS**

#### **10.1. 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.

#### **10.2. 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.

## 11. SAFETY

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

### 11.1. 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) powder 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.

### 11.2. 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. REQUIRED GEAR

### 12.1. REQUIRED GEAR FOR DRIVER CATEGORIES STREET+, SEMI-PRO, PRO

Drivers of categories STREET +, Semi-PRO and PRO will only be admitted to the race if they wear a protective motorsport overalls, protective gloves for motorsport, closed footwear on their feet, mounted, fastened and undamaged helmet on their heads. Helmet with E-marking



(homologation), or helmet for racing use. The use of fireproof linen and overalls is strongly recommended.

#### **12.2. REQUIRED GEAR FOR DRIVER CATEGORY STREET**

A STREET driver will only be admitted to the race if he or she is wearing overall (motorsport version is not needed), protective gloves, closed shoes on his/her feet, mounted, fastened and undamaged helmet on head (motorsport helmet, or helmet approved for road use). The use of fireproof linen and overalls is strongly recommended.

#### **13. 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.

#### **14. 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.

#### **15. SIGNALIZATION**

Generally, in motorsport, recognized signal flags and their significance are used. Flags are used to inform drivers about track conditions and they are bound to act on them. Flags made of fabric are the most used, but can also be replaced by light signals:

- yellow flag – obstacle on the track, hazardous situation in front
- red flag – cancelation of the run, driver decreases speed and reaches the finish area, or stops car if necessary because of safety.

#### **16. 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.

#### 17. 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

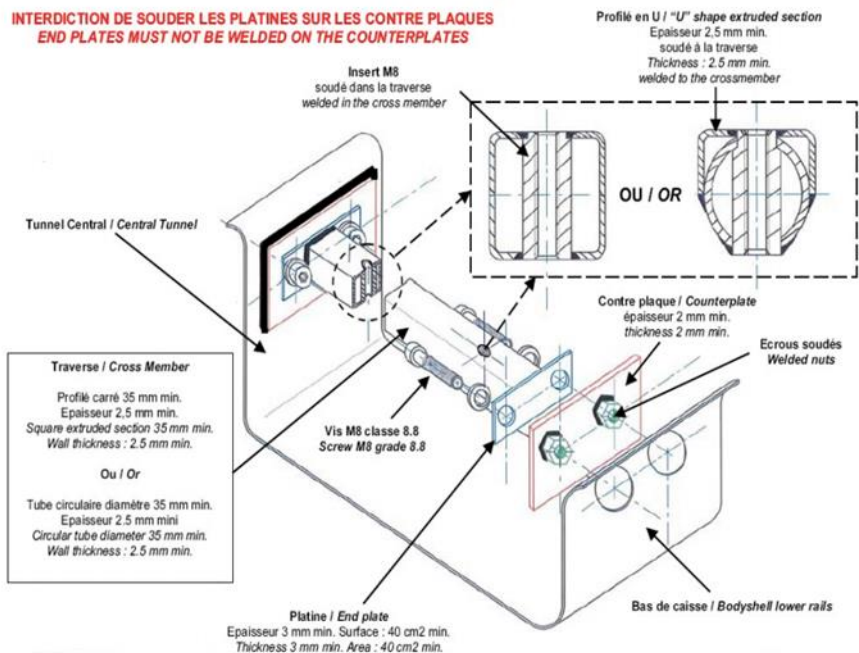
#### 18.1. GRAPHIC SCHEME - MARKING

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



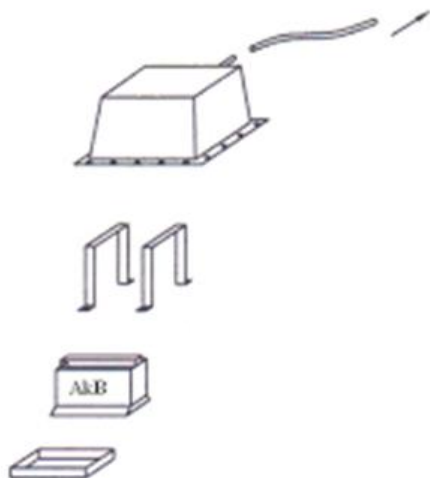
### 18.2. SEAT MOUNTING

Scheme of the recommended seat mounting  
obr. 253-61

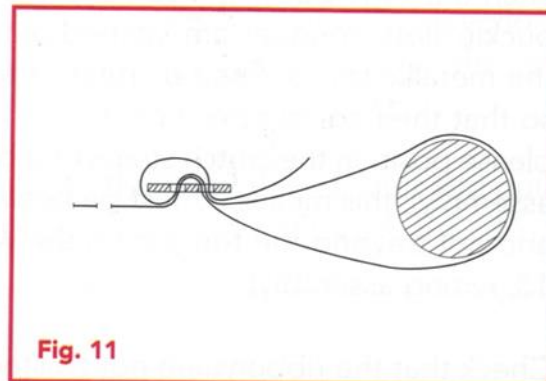
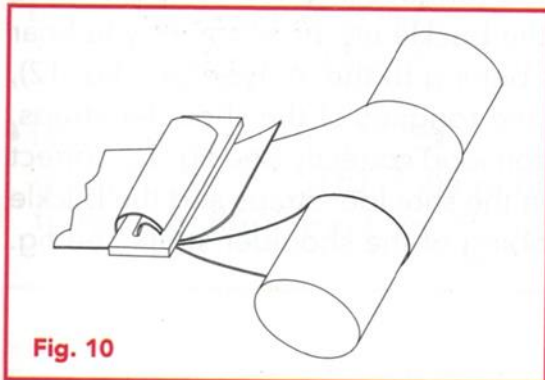
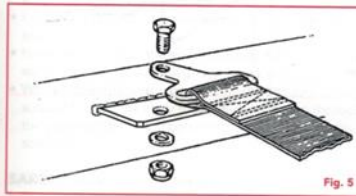
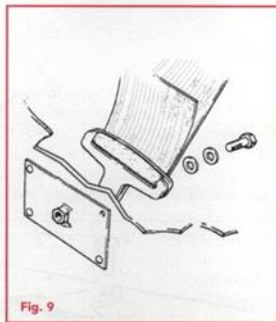
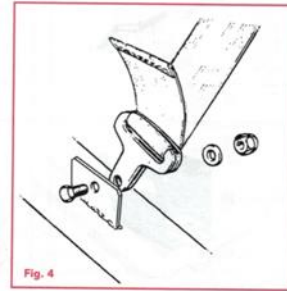
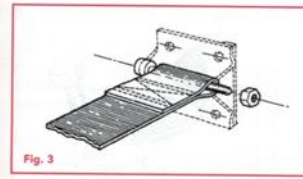
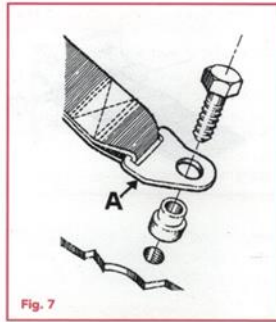


### 18.3. BATTERY AND TANK MOUNTING

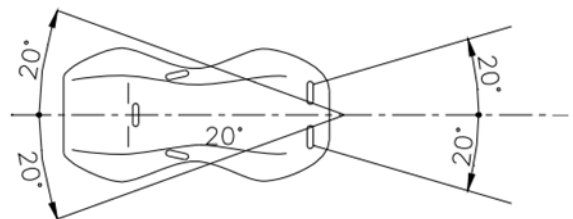
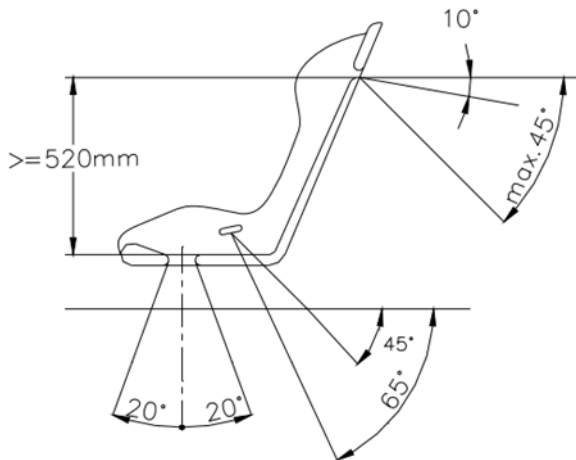
Scheme of battery and safety tank attachment and cover



**18.4. SEAT BELTS ASSEMBLY**  
 Safety belt mounting scheme



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



### 18.5. WHEEL MARKINGS AND OVERLAPS

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



### 18.6. ROLL CAGE RECOMMENDATIONS BY CATEGORIES

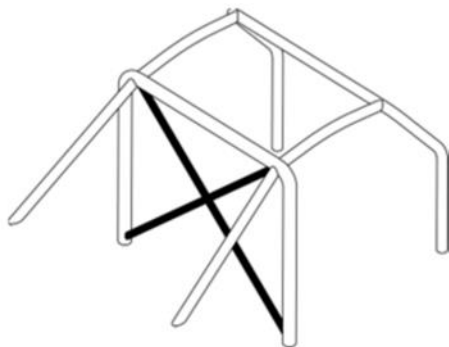
For STREET and STREET + categories, the minimum roll cage configuration is recommended:



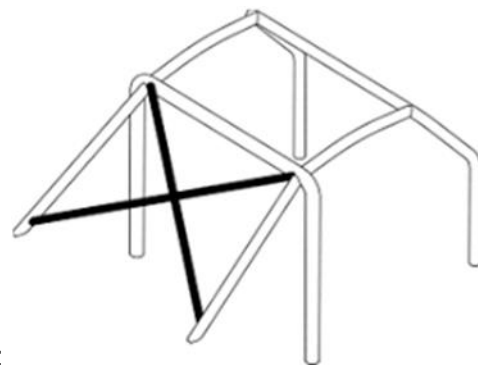
LHD:

RHD:

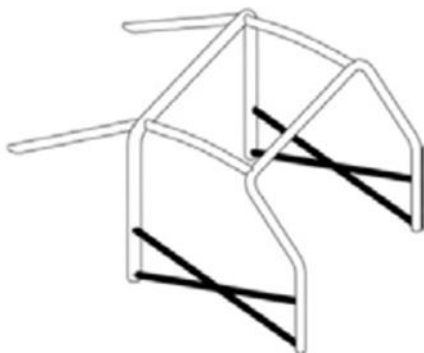
For Semi-PRO and PRO categories, a minimum frame configuration is required in combination of A+C or B+C:



A:



B:



C:

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**PARTITION OF THE RACE****19. 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. 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.

**20. 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.

**21. RACE****21.1. 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.

**21.2. GYMKHANA RACE**

The race must be on a track with at least four turns, the track must contain three transit control points. The race is measured by a timer with possible penalties for breaking the rules. Penalization means adding the time to the final result.

**22. QUALIFICATION**

- Each driver completes 2 consecutive judged runs.
- 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 the driver fails to be on start at the time set by the start list, he/she loses one qualification round and is moved to the end of the starting list.
- The following four criteria are evaluated: drift angle, drift line, drift rate, and drift style.
- Zero (0) point for each driver's run in which he/she has made: a spin of a car between the start and end of a scored section of a track or an automobile leaves a scored portion of the track by all four wheels. May be amended during the briefing.
- Drift line: keeping the ideal line described on briefing, especially around clipping points and through clipping zones.
- Drift style: judges evaluates drift initialization (technique, timing and style), drift maintenance (control, brake, gas and drift corrections) and tire smoke.

- 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.

- Drift Speed: Speed is evaluated throughout the race track.

If there is a technical defect in the car during the qualification, all the results achieved up to the moment of the defect are valid and counted. The driver is obliged to prepare the vehicle in order to be able to complete two consecutive qualifying runs (tires, petrol, etc.). Repairing a technical defect during a qualifying session is allowed if damage occurs during the qualifying run and a time limit of 5 minutes is set from arrival to your depot, which is controlled by depomarshal. If the time limit is not met, the driver will lose the qualifying round. It is FORBIDDEN to change tires and refuel during repair. The driver is obliged to participate in whole race with the same car he has qualified with.

Sorting system in qualification:

- If a driver fails to start in to a qualifying run at the specified time, he/she will lose one qualifying run, and he/she will be allowed to start in to second run at the end of the starting grid
- 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.

### 23. TANDEM BATTLES

The driver is obliged to compete in whole race with the same car he has qualified with. Top 32 (16) qualified drivers in categories Pro and Semi-PRO 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.

- 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 followinf 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.**



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## 23.1. RANKING DRIVERS IN ELIMINATION BATTLE RUNS

### 23.1.1. 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.

#### 23.1.1.1. 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.

#### 23.1.1.2. 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.

#### 23.1.1.3. 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.

### 23.1.2. SCORING OF ELIMINATION BATTLE TANDEM RUNS

23.1.2.1. - A total of 20 points from each of the judges will be distributed among the drivers in two scoring runs (10 points in each run).

23.1.2.2. - Mandatory zero (0) point will be given for the run in which:

- in a repeated run, the leader gains an inadequate distance by acceleration on the straight before the first turn
- in a repeated race, the chaser line in behind the leader behind the track start marker
- car will spin on the track between start and finish
- car will leave the track by 4 wheels
- car will straighten - interrupts drifting

23.1.2.3. - Judges will determine the basic ratios of the point distribution between the drivers after each run. e.g. 4:6, 7:3, 5:5, 0:10 etc.

23.1.2.4. - The criterion for determining the basic point ratio is whether the driver in the role of the chaser has copied the leader's line and kept as close as possible, with similar angle to the leader.

23.1.2.5. - If a chaser does NOT copied leaders run, the judge may not set a base point higher than 3: 7 (chaser : leader).

23.1.2.6. - Minimum deduction of one (-1) point further performs the judge for the run in which the driver commits (provision number 23.1.2.6.):

- car runs in understeer - correction (while retaining slip of rear axle - drift)
- late (behind initiation mark) drift initialization
- non-compliance with driving smoothness in the position of leader

When subtracting a point for these situations, points in the same range are added to the other driver.

23.1.2.7. - After spinning or after leaving the track (Off course) of the second driver, the first driver in the drift continues for the rest of the track and the standard deductions will be applied to the rest of his rides; the whole ten points will not be divided, if any, and the faulting driver in this case within the meaning of clause 23.1.2.6. points will not add.

23.1.2.8. - No points are deducted from the chaser for a maneuver to avoid a collision when leader spins. No points will be deducted from the chaser for a collision avoidance maneuver in the event of a one-point (or more) deduction to the leader for non-compliance with the driving rider's position. The points obtained from the resulting points of the two runs are added together. The winner of the tandem battle is the driver with the highest sum of points obtained from all judges. In the case of equality of the resulting sum of the points from all judges, the tandem battle is repeated (One More Time).

## APPENDIX

### 24. 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.

### 25. 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.

### 26. 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. 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

### 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: Aleš Síla; Deputy Chairman: .....

#### E. Officials

Steward: Aleš Síla

Main Judge:

Judges:

Technical Delegate: Čeněk Brabec

Clerk of the Course: Josef Strnad

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 2019.

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 .....2019

Aleš Síla - Steward  
Josef Strnad – Clerk of the Course