

WORLD DRIFT LEAGUE

APPROVED BY

Protocol of the Board of World Drift League, Limited
Liability Company

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WDL DRIFTING COMPETITIONS JUDGING REGULATIONS (WDL Judging Guidelines)

2025 edition

Table of contents

GENERAL PROVISIONS:	3
1. TERMS AND DEFINITIONS	3
2. EVENT ORGANIZATION	9
2.1. COMPETITION SYSTEM WINNER DETERMINATION	9
2.2. PLACE OF COMPETITION	10
2.3. SAFETY REGULATIONS. REFUELING. <i>RESTRICTED ACCESS ZONES</i>	11
2.4. COMPULSORY STICKERS AND ADVERTISING	15
3. COMPETITION PARTICIPANTS. VEHICLES.	16
3.1. DRIVER REQUIREMENTS	16
3.2. VEHICLES. DRIVERS' GEAR. <i>TELEMETRY</i> .	18
4. COMPETITION APPLICATION PROCEDURE	18
4.1. APPLYING FOR COMPETITIONS	18
4.2. ENTRY FEES	20
5. COMPETITION PROCEDURE	20
5.1. ADMINISTRATIVE INSPECTIONS AND MEDICAL ADMISSION	20
5.2. TECHNICAL SCRUTINEERING	21
5.3. BRIEFING	23
5.4. <i>OPENING. PARADE. MARKETING ACTIVITIES.</i>	24
6. DRIFT JUDGEMENT	26
6.1. GENERAL JUDGEMENT PRINCIPLES	26
6.2. LINE	27
6.3. DRIFT ANGLE	28
6.4. STYLE	29
6.5. CLASSIFICATION OF MISTAKES	29
6.6. PENALIZATION	30
6.7. FLAG SIGNALS	31
7. HEAT ORDER AND PROCEDURE	32
7.1. START LINE PROCEDURE	32
7.2. PRACTICE SESSIONS	34
7.3. QUALIFYING (SOLO RUNS)	35
7.4. TANDEM BATTLES	38
7.5. COMPETITION TIMEOUT	46
7.6. <i>EMERGENCY RESPONSE</i>	47
Annex 1 Tandem runs arrangement systems	49
Annex 2 Scoring table examples	52
Annex 3 Penalization table	53
Annex 4 Clothes in restricted access zones	53

GENERAL PROVISIONS:

The present Regulations, based on the “Motorsport” sports regulations approved by the Ministry of Sport of the Russian Federation, with reference to the regulations of the International Automobile Federation (hereinafter referred to as FIA), are the regulatory document for the organization and running of motorsport competition in “drift” discipline (sport discipline code number 166 014 1 8 1 1 Л) organized by World Drift League, LLC.

The present Regulations do not contradict with the Drifting Competition Organization Regulations approved by Russian Automobile Federation, All-Russian Social Organization of Motorsport (hereinafter referred to as the Federation or RAF) and are published in Russian language.

The provisions of the present Regulations supplementing the Drifting Competitions Regulations approved by RAF on November 27, 2024, are highlighted in Italics.

1. TERMS AND DEFINITIONS

(English and Japanese terms used by FIA are provided in brackets)

Briefing is a gathering of drivers and / or applicant representatives for getting information and instructions from the event organizer and the judges.

Drifting track is a part of the paved racing track the competition participants drive upon. The borderline of the racing track may be track edge between its surface and the adjacent ground, or a dotted or full line painted on the paved surface, or certain markers.

Drifting is a sport where athletes compete in running on a defined track in a continuous controlled slide.

End of competition. The end of the sport competition is one of the events listed below, whichever is later:

- a) end of the term for protests of appeals, or the end of protest or appeal processing term;
- b) end of technical scrutineering carried out after the competition in accordance with the present Regulations.

Completed run is a run completed according to all the applicable rules without critical mistakes and ended in crossing the finish line.

Run is driver’s run through the competition track.

Deceleration zone is a part of the racing track where the leader is allowed by the judges to decelerate in accordance with the judges' assignment.

NO GO ZONE is an extra zone of restriction, running through which the driver may be penalized in accordance with the judges' assignment. In tandem runs, the restrictions are applicable only to the leader; the chaser is allowed to run through the said zone.

Initiation zone is a part of the racing track assigned for initiating the drift.

Maintenance zone is a special zone where all the technical works on the vehicle are allowed.

Acceleration zone is a part of the racing track from start to the latest initiation point, where the contenders' vehicles are allowed to run straight to reach the required velocity.

Applicant is a legal entity or an individual taking part in the competition, holding an applicant license and eligible to file entries for the participation of drivers, mechanics, or other staff listed in the application in compliance with the competition regulations.

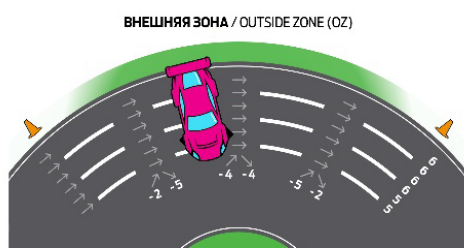
Qualifying assignment is a part of the judges' assignment listed solo run requirements.

Team consists of several drivers listed in the same valid license of the applicant taking part in the event under the same team title to compete in the teams event held within same competition, several competitions, championships, cups etc.

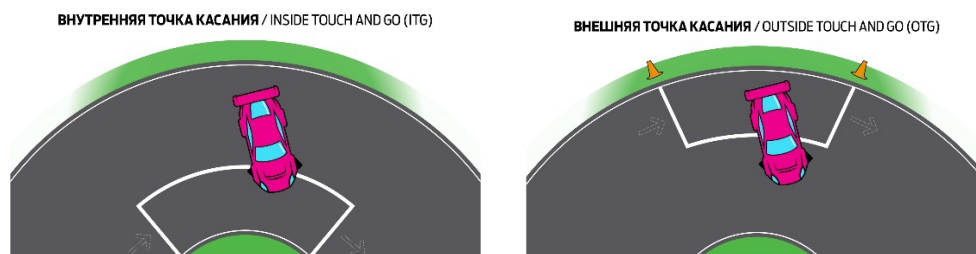
Clip is a visually marked element of the judges' assignment determining the trajectory of the vehicle's run through the scored section of the racing track.

Clip types:

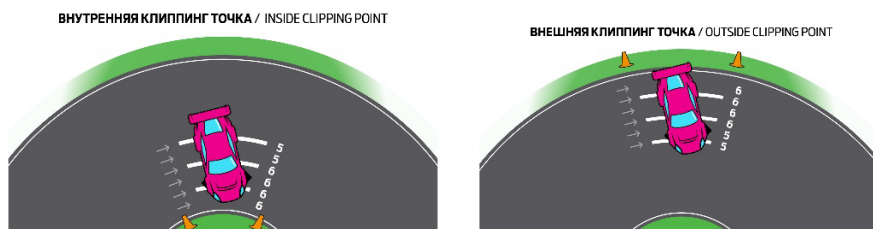
Clipping zone is a part of the scored section of the racing track marked with stripes and/or traffic cones the drivers' vehicles shall fill in throughout its length in accordance with the judges' assignment. Such zones are identified by a block or blocks of several parallel stripes drawn in equal distance from each other, marking out the clipping zone perimeter and depth.



Touch-and-go (TG) is a small part of the scored section of the racing track marked on the track in paint and/or designated with cones, any part of which the drivers' vehicles shall touch within the borders designated by the stripes and/or cones.



Clipping point (CP) is a clipping zone consisting of one short block of stripes drawn on the scored section of the racing track which the vehicles shall fill in according with the judges' assignment.



Outside zone (OUT, OZ) is a clipping zone, a touch-and-go, or a clipping point which is filled by the vehicle's rear wheels. As a rule, it is located on the outside border of the racing track but it may be as well shifted towards the center in accordance with the judges' assignment.

Inside zone (IN, IZ) is a clipping zone, a touch-and-go, or a clipping point on the racing trajectory which is filled in by the vehicle's front wheels or bumper. As a rule, it is located on the inside border of the racing track but it may be as well shifted towards the center in accordance with the judges' assignment.

Chaseable lead run is a run in which all the clipping zones were filled, all inside clipping zones were taken, provided that pace has been sufficient with acceleration/deceleration within the zones marked by the judges' assignment, therefore enabling the chaser follow the leader, mimicking their trajectory and moving at a maximum proximity from them. The leader sets up the drifting pace which, in its turn, shall comply with the track specificity and the driver's pace during his qualifying and practice runs.

Leader (senko) is the role of the driver going first in the tandem heat.

License is a registration certificate issued by an all-Russian sport federation to a legal entity or an individual, required for taking part in events regulated by the present Guidelines in any capacity.

Applicant license is a license enabling a physical entity or an individual file applications for drivers or vehicles to take part in an event.

Driver's license is a license enabling an applying driver drive a vehicle during an event.

Competition start. The sport competition begins with the start of administrative and/or technical inspections and encompasses both practice sessions and the competition itself.

Unchaseable lead run is a lead run in which the leader's actions force the chaser to make a critical mistake.

Incomplete run (DNF – Did Not Finish) is a run in which a driver has made a critical mistake, and its result can be formulated only with a special decision of the drift judges.

Zero run is a run in which a driver makes one of critical mistakes getting 0 score for the performance.

Qualifying runs (solo runs, tanso) is a compulsory part of the event based on the results of which the list of drivers qualified for the final part of the event and the tandem battle bracket are made.

Official training session means solo or tandem runs of the drivers qualified for the competition carried out within the scored section of the racing track.

Scored section of the racing track is a part of the racing track from the beginning of the initiation zone to the finish line. The drivers shall move through the scored section of the track in controlled slide only.

Tandem runs (tsuiso) are runs in which two vehicles (a leader and a chaser) run through the scored section of the track together in compliance with the judges' assignment.

Penalization is a penalty assigned for violation of the Regulations or any other regulating documents. The list of the penalized violation with the indication of all possible types of penalization is incorporated in the competition regulations. Penalization for the unlisted violation is setup by sport scrutineers.

Re-run (OMT – One More Time) is a re-heat held when it is impossible to determine

the winner after the first heat of a given tandem of drivers.

Switch (furikaeshi) is switching the drifting direction.

Applicant's staff are all persons listed in the application and/or accredited (individually or as a group) by the Applicant and performing certain functions during the event (drivers, spotters, officials, mechanics, guests, support staff, media). The applicant bears full responsibility for the actions of their staff.

Initiation (furidashi) is the beginning of the vehicle's movement in a controlled slide after acceleration.

Official is a person listed in the Applicant's application as an official having all the authorities assigned to them by the regulations of the event. The official's authority is confirmed by a letter of attorney appropriately drawn up in writing.

Chaser (atooi) is a role of the driver running second in a tandem battle.

Protest is an official complaint filed by the Applicant within a certain period of time against an action or omission of another participant or official, or against the eligibility of another vehicle.

Straight run is a run during which the vehicle run vector coinciding with the longitudinal axis of the vehicle.

Center line is a line separating the leader's and the chaser's lanes in the acceleration zone.

Productive run is a run scored by the drift judges. A zero run is a type of a productive run.

Respect zone is a part of the acceleration zone where the leader shall move at a consistent pace, without acceleration or deceleration.

Retarder, chicane is a sequence of turns usually marked with traffic cones used for intentional deceleration of the drivers.

Service park is a part of the racing track or an area where the vehicles involved in the competition run may stay or be maintained by the teams during the event.

Driver, or athlete is a person holding a valid driver's license enabling them to drive a racing vehicle and qualified to take part in the event.

Sport sanctions are penalties imposed on a person involved in physical culture and sport events for violation of the present Regulations, provisions (regulatory

documents) of sport events, anti-doping rules, standards, and requirements of the event.

Spotter is an exclusive official of a driver accredited by the organizer, allowed to observe the runs from a specially designated zone prohibited for unauthorized persons, to inform the driver and to correct their actions.

Start line is located at the beginning of the racing track and is an official start of all the solo and tandem runs.

Pre-start assembly zone is a call zone for the vehicles taking part in the runs.

Judges' assignment are requirements for running through the acceleration zone and the scored section of the track set up by the drift judges, prescribing the start light procedure, the beginning and the end of the scored section of the track, the deceleration and restriction zones, scoring sectors, clipping points etc. Graphic presentation of the judges' assignment before the beginning of all the solo or tandem runs is compulsory.

Drift judge is a sport judge, a member of a judges' panel consisting of 1-3 people, engaged in drawing up judges' assignments, making decisions on scoring qualifying runs, and selecting winners in tandem drifting battles.

Competition timeout is a timed suspension of runs allowed by the Race Director taken for vehicle maintenance. The timeout lasts for 5 minutes unless foreseen otherwise by the event regulations.

Event venue is a territory described in the Regulations, specifically prepared in accordance with the drifting competition rules.

Bye run (technical run) is a driver's obligation to demonstrate their readiness for racing heats in the absence of an opponent; to do this, the vehicle shall, on command from the start line judge, reach the initiation line and cross it without any assistance from outside.

Technical failure means inability of a driver to continue racing due to any technical problems with his vehicle, stated by the driver or their representative to the competition officials in words or in writing, including, but not limited to, messages in any messenger apps, e-mail, or SMS. Once filed, the technical failure statement cannot be called back.

Track is a specifically built or prepared racing course with adjacent structures used for competitions, including a racing course with run-off areas and safety facilities, wire mesh fencing and walls.

Heat/battle means two consecutive runs of the same tandem of drivers, switching roles in the second run.

Hot pit is a technical stop of vehicles between the two runs of the same heat within a strictly assigned and visually marked zone for a quick maintenance and technical checkup. The vehicles are allowed to stay in the hot pit zone for one (1) minute unless prescribed otherwise by the regulations.

2. EVENT ORGANIZATION

2.1. COMPETITION SYSTEM WINNER DETERMINATION

2.1.1. Competition in drifting as a sport discipline consists of three parts:

- Official practice session,
- Qualifying (solo runs),
- Heats (tandem runs).

2.1.2. As a rule, qualifying consists of two runs for every driver, but the regulations may allow changes in the number of runs depending on the sport qualification of the participating drivers.

2.1.3. The qualifying runs are scored, and the tandem battle bracket is drawn up based on the selected competition system.

2.1.4. At their own discretion, the organizer selects a tandem battle system from Olympic System, Double Elimination, or Round Robin. The tandem battle system is described in the competition regulations and may be changed only at the direction of the Sport Scrutineer Council (SSC). The examples of tandem battle brackets are provided in Annex 1 to the present Guidelines.

2.1.5. Tandem battles (heats) are the main part of the competition, where only the qualified drivers (having a non-zero qualifying score) may participate. Every tandem of drivers completes a series of two runs with a leader switch in the second run, after which the drift judges determine the winner.

2.1.6. The competition winner is determined by the greatest score collected for both solo and tandem runs.

2.1.7. The rest of the positions are distributed in score descending order among the drivers having any score at least in the qualifying runs.

2.1.8. If two or more drivers have equal score at the end of the competition, the priority belongs to the one rated higher after the qualifying. If the score is still equal, the rating procedure is described in the competition regulations.

2.1.9. *In the event of a force majeure and/or for the sake of safety, the SSC is entitled*

to reschedule the classified runs within the same day or for another day upon receiving a respective statement from the Racing Director.

2.1.10. If the competition is suspended due to a force majeure, the SSC, having officially acknowledged the force majeure circumstances, makes a decision on the cancellation, rescheduling or termination of the event.

The decision on cancellation of the competition is made when the force majeure circumstances make starting the classified runs impossible. The awarding ceremony is not held, and the final classification is not made.

If the circumstances allow for finishing the competition on a different day, either all the classified runs or a part of the classified runs may be rescheduled.

If a decision on termination of the competition with awarding score for the event is made, the following rules apply:

- If the force majeure circumstances occur before the end of the first round of the tandem battles, the competition is deemed incomplete; the score for the multistage event is not awarded, and the awarding ceremony is not held.*
- If some rounds of the tandem battles have been completed, but the next round has not been completed due to a force majeure, the competition is deemed completed. In this situation, the final result of the driver is 50% of the score awarded in accordance with Table 1 and 2 for the victories in the completed rounds. The awarding is held based on the results of the current qualifying round.*

2.2. PLACE OF COMPETITION

2.2.1. The drifting competitions may be held on tracks with asphalt or bituminous concrete pavement.

The competitions are held at sports facilities listed in the All-Russian Sport Facilities Register, or in the territories (venues) specifically prepared for holding an official sport event in accordance with the Federal Law On Physical Culture and Sports in the Russian Federation No. 329-FZ of December 3, 2007.

2.2.2. The minimum racing track width is 8 meters.

2.2.3. The selected racing track configuration shall provide enough space for acceleration and at least one transition (drifting direction switch).

2.2.4. The drift judges' position shall be located on a rise, in such a way that the judges have an unhindered panoramic view of the entire scored section of the track.

2.2.5. The racing track shall have a straight acceleration section (acceleration zone), allowing the vehicles develop enough speed to enter the first turn of the scored

section of the track, to demonstrate their driving skills and the entire potential of the vehicle, at the same time maintaining sufficient speed throughout the racing track.

2.2.6. The clips, start line, respect zone, initiation zone and other elements of the judges' assignment shall be marked on the racing track in such a way that the driver could clearly see the marks. Light contacts with the marking elements shall be safe both for the marks themselves and for the vehicles. When destroyed in a contact with a vehicle, such marks (standing marks, signs, cones) must not cause any harm to the event participants or spectators.

2.2.7. While preparing the track project and the safety plan, it is essential to provide facilities for immediate access of the ambulance, firefighting, and lifesaving vehicles (including rescue team) to any spot of the track within the shortest time.

2.2.8. The Race Director and Safety Scrutineer shall, in the presence of the Organizing representative, inspect and accept the racing track, making sure it is safe and compliant with the requirements, and sign the track acceptance certificate. Additional track licensing requirements may be also established.

2.2.9. During the competition all the participants, including the staff, shall adhere to the traffic plan of the competition venue. The traffic plan is published on the official event dashboard before the official practice sessions begin.

2.2.10. "Quiet hours" is a time announced by the organizer during which the level of noise made by the competition participants (including staff) shall not exceed 60 dBA. During the "quiet hours", it is not allowed to play music, run any noisy maintenance operations, or start racing vehicle engines.

The "quiet hours" time is prescribed by the regulations (including awarding ceremonies, briefings, night hours etc.). Violation of the "quiet hours" rule entails penalties.

2.3. SAFETY REGULATIONS. REFUELING. RESTRICTED ACCESS ZONES

2.3.1. Safety regulations on racing tracks are followed to ensure the safety of spectators, event participants, media representatives, officials, and service staff of the competitions. The safety regulations are developed with due consideration of the track profile (pavement type, adjacent areas, buildings, and structures), as well as the speeds developed by vehicles in all sections of the track.

2.3.2. Running an event, the organizer develops and a plan of public safety and public order regulations and has them approved as per the procedure foreseen by the current legislation of the Russian Federation.

2.3.3. Before the beginning of the event the Organizer, in collaboration with the Race Director and the Safety Scrutineer, draws up a plan of safety during racing competitions, which includes the track layout with the location of all the services and

judges' posts, direction of racing vehicles' movement, all necessary information about the service operation and any other information relevant for safety.

2.3.4. To ensure safety, the Organizer may restrict access to some zones of the competition venue and establish special rules of conduct. Access to such zones may be allowed only to the persons authorized for access, who have taken a safety briefing (with an appropriate record in the briefing logbook) and issued a pass (a ticket, a bracelet, a badge). *The list of restricted access zones is provided in par. 2.3.14. The Organizer may also designate other restricted access zones during the event.*

2.3.5. Any technical maintenance of the vehicle is only allowed in the service park or a place allowed by the Organizer, as well as in the garages (if available).

The layout of the tents, service zones, and arrangement of vehicles in the service park are determined by the Organizer.

When accommodated in the service park, all participants shall have a tent / a place in the team's common tent for the accommodation of all the competing vehicles presented by the applicant, including spare ones (if any). The tent shall have a protective liquid, fuel, and lubricant-resistant bedding with minimum dimensions of 3x6 m for the maintained vehicle.

The zone designated for accommodation of a participant, shall be at all times presentable and clean from the moment of venue opening for spectators until the official closure of the event. Those violating this requirement may have to pay a money penalty.

The dismantling of the tent and/or the maintenance zone in the service park, the collection and removal of spare parts, tires, vehicles, or any other property, may be done only upon the approval and consent of the organizer, after signing the accommodation area delivery certificate, and in all situations, only when the service park is closed for spectators.

At some racing tracks, due to their configuration, an offsite service park with an additional refueling zone and tire shop may be organized. Requirements for accommodation in the offsite service park are determined by the competition regulations.

2.3.6. Maximum speed limit for all the cars, scooters, bicycles, segways etc. in all competition zones open for spectators (*including both onsite and offsite service parks*) is 5 km/h. The racing vehicles are recommended to move around the mentioned zones only accompanied by a mechanic or another team member walking beside the vehicle, keeping a hand of them to control the speed.

2.3.7. During the practice session and competition runs, the drivers may do drifting only on the scored section of the track, unless permitted otherwise by the Race Director.

2.3.8. It is strictly prohibited to do rear wheel slip outside the burnout area and/or scored section of the track, unless explicitly allowed by the Race Director.

2.3.9. Each team's location in the service park shall have at least two handheld unexpired fire extinguishers of at least 4 kg each, for each vehicle, including spare ones.

2.3.10. The vehicle refueling area shall be designated by the Organizer in the regulations, and organized in strict compliance with the fire safety rules.

Participants are allowed to refuel their vehicles only in the designated areas, strictly adhering to all the fire safety rules.

2.3.11. Minimum compulsory requirements to the refueling procedure:

2.3.11.1. During refueling, the vehicle engine and the main electric switch shall be off.

2.3.11.2. No persons are allowed to stay inside the vehicle during refueling. As an exception, a fully equipped driver is allowed to stay inside the vehicle. At the moment of refueling, the safety belts shall be undone, the door shall be open, and the door mesh (if any) shall be undone for the driver to escape from the vehicle if needed.

2.3.11.3. The persons engaged in the refueling procedure shall have a fire extinguisher (several fire extinguishers) specifically designed for combustible liquid extinguishing, with a minimum total amount of fire-retardant substance of 4 kg.

2.3.11.4. It is compulsory for all the persons engaged in the refueling procedure to wear closed clothes of thick non-synthetic fabric, completely covering arms and legs, and closed boots. It is recommended to use fire-resistant homologated gear.

2.3.11.5. Spilled fuel shall be immediately removed by the persons engaged in the vehicle refueling procedure.

2.3.12. It is not allowed to leave vessels with fuel or empty vessels in the refueling zone. During competitions, fuel and lubricants may be stored only in the place specifically designated by the Organizer, at the team's location provided that all the fire safety rules are adhered to and the access of unauthorized persons to the fuel is restricted. Every participant is responsible for providing fire safety throughout the competition.

2.3.13. The vehicle is not allowed to stay in the refueling area longer than required for refueling, after which the vehicle shall immediately leave the refueling area.

2.3.14. *Restricted access zones:*

Group	Restricted access zones	Pass
Sport	Racing track Pre-start assembly zone Burnout area	Driver bracelet

	Fuel and lubricants storage area and refueling zone	Driver bracelet Mechanic bracelet Official badge Spotter badge
	Hot pit and 5 min maintenance zone Pit lane	Driver bracelet Mechanic bracelet Official badge Spotter badge Media bracelet and bib
	Photo and video shooting spots on the racing track	Media bracelet and bib
Service	Service park (onsite and offsite) Garages	Driver bracelet Mechanic bracelet Official badge Spotter badge Guest bracelet STAFF bracelet Media bracelet
Participants	Competition secretariate (headquarters)	Driver bracelet Official badge Spotter badge
	Briefing room	Driver bracelet Official badge Spotter badge
	Spotter zone	Spotter badge
	Parade	Driver bracelet Official badge Spotter badge Guest bracelet
	Drivers' tent / zone	Driver bracelet Mechanic bracelet Official badge Spotter badge Guest bracelet Media bracelet and bib
Spectators	Spectator stands	Spectator bracelet
Media	Press Center	Media bracelet

2.3.15. *To enter the restricted access zones, vehicles, drivers, and team staff shall comply with the applicable requirements, have a pass (a badge, a bracelet, etc.) issued by the Organizer, and adhere to the rules of stay in the restricted access zone (including clothing requirements).*

The Organizer's security service representatives shall be entitled to demand any person heading to the restricted access zone to present their pass.

The pass is a property of the Organizer. The Organizer keeps a right to prohibit access to the restricted zone for violation of any prescribed rules of conduct, including pass-related violations, such as:

- *Unauthorized handover of the pass to any third persons;*
- *Stay in the restricted access zone without an appropriate pass or with a pass belonging to another person.*

The parties responsible for the Applicant's personnel access to the restricted zones (including all the passes issued to such personnel) are the Applicant and the Driver. The Organizer may penalize the said parties for violation of any rules of conduct in such zones.

2.3.16. The Organizer is entitled to refuse access to the restricted access zone to any person if it may be a hazard for such person or any other people.

2.3.17. Moving around all the zones is allowed only on foot except for the Sport and Service category zones.

2.3.18. For the racing vehicles maintenance during the competition timeouts and intervals between two runs of the same heat, the Organizer arranges two adjacent restricted access zones: an offsite maintenance area and a hot pit zone.

2.3.19. The racing cars may move to and out of the garages through the pit lane. It is marked as a separate restricted access zone, because on the lane the racing vehicles may run at speed of up to 60 km/h. At some tracks, the zone can be also used for the racing vehicle maintenance. In such a situation, the vehicle speed in the maintenance area must be reduced to 5 km/h.

2.3.20. Using personal mobility devices (PMD are motor-propelled means of transport with one or several wheels (rollers) designed for transporting one individual) in the competition venue is allowed only for persons over 16 years old and at a speed not exceeding 10 km/h, and in areas accessible to spectators – not exceeding 5 km/h. (see par. 2.3.6).

2.3.21. People in the state of alcohol or any other intoxication, as well as people with any animals are not allowed in all the restricted access zones.

2.3.22. Age restriction for access to the Sport category zones is 18 years. An exception is made for drivers qualified for the competition from the age of 16 (15) years in accordance with the regulations.

2.3.23. Clothes worn in the restrict access zones is subject to regulations. Minimum clothes and footwear requirements are presented in Annex 4.

2.3.24. According to the Federal Law No. 15-FZ of February 23, 2013, Article 12, par. 1, smoking in the entire competition venue is prohibited except for specifically designated areas.

2.4. COMPULSORY STICKERS AND ADVERTISING

2.4.1. Official stickers with starting numbers and compulsory advertising provided by the Organizer are applied on the outside surfaces of each vehicle body. The sticker arrangement scheme is published in the regulations.

Refusal of applying the competition branding and starting numbers on the vehicles is not foreseen by the regulations. The advertising stickers waiving conditions are

published in the regulations.

2.4.2. The official stickers must remain on the vehicle throughout the event; they must be completely and clearly seen and are not allowed to be overlapped by any other stickers.

2.4.3. Modifying the shape and dimensions of the starting number and advertising stickers is not allowed.

Placement of any advertising elements outside the designated spot, or advertising placement with violation of the prescribed orientation is qualified as branding violation. The Organizer may allow some deviations from the presented scheme with an individually made decision based on the Technical Scrutineer's report.

2.4.4. The last name and the national flag of the driver are applied on the front fenders or rear side windows on both sides (minimum letter height: 6 cm). At international competitions, the last names must be written in English language, at national competition the last names are allowed to be written either in English or Russian language.

2.4.5. The Organizer may foresee the placement of non-compulsory (optional) advertising that can be waived under the conditions presented in the competition regulations.

2.4.6. The driver in default of the requirements listed above may be penalized, up to non-admission or expulsion from the competition.

2.4.7. The participants' vehicles may carry any additional advertising, provided that:

- It does not contradict the legislation of the Russian Federation, the FIA and RAF regulations;
- It does not occupy the places reserved for the Organizer's stickers and starting numbers;
- It does not impede visibility for the driver;
- It is not political or religious in its nature;
- It is not insulting.

2.4.8. Applying any emblems and stickers except for those provided by the Organizer on the windshield is strictly prohibited.

2.4.9. Presence of starting numbers and advertising of any other competitions, racing series, track days etc. on the vehicle is prohibited.

3. COMPETITION PARTICIPANTS. VEHICLES.

3.1. DRIVER REQUIREMENTS

3.1.1. Athletes of the category "men, women (16 years old and above) are eligible to take part in drifting competitions. In exceptional situations, based on the evaluation

of the athlete's performance of the two previous years, the Federation may also give a participation permission to 15-year-olds.

To be admitted to the sport competition, the athlete shall reach the said age in the calendar year the competition is held.

3.1.2. The license levels of the Applicants and Drivers required for admission to the competition are prescribed in the competition regulations.

3.1.3. For the sake of safety, SSC may not admit a driver whose qualification, according to the drift judges, does not correspond to the difficulty level of the judges' assignment.

3.1.4. All driver license holders are eligible for the competitions only if they have an accident insurance valid throughout the motorsport competition period. The insurance object is the property interests related to the life, health, and work capacity of the insured person. The insurance risks include: death, disability, or casualties caused by accidents.

3.1.5. Rights and obligations of athletes and their representatives:

3.1.5.1. The athletes are entitled to:

- a) be duly informed about the competition procedure, competition program, changes in the competition program;
- b) address any questions to the judges' panel only through the official representative of their team.

3.1.5.2. The athletes are obliged to:

- a) strictly comply with the competition regulations, adhere to the present Guidelines and the competition program;
- b) be respectful to all competition participants and spectators, adhere to the sport ethic rules;
- c) use fault-free equipment, gear, and vehicles admitted for the competitions;
- d) adhere to the anti-doping rules;
- e) comply with the sanitary and hygienic requirements, medical requirements, take regular medical examinations to do sports in a manner safe for their health.

3.1.5.3. The representatives are entitled to:

- a) when called officially, appear before the Sport Scrutineers Council together with the athlete;
- b) file applications for the athlete's administrative inspections and the vehicle's preliminary technical inspections, receive interim and final competition results from the competition secretariate;
- c) file protests on behalf of the Applicant.

3.1.5.4. The representatives are obliged to:

- a) adhere to the sport ethic rules, be polite to athletes, judges, and spectators;

b) know the present Guidelines, regulations (rules) of the competitions.

3.2. VEHICLES. DRIVERS' GEAR. TELEMETRY.

3.2.1. Vehicles used in drifting competitions are divided into three main categories in accordance with the FIA classification:

3.2.1.1. DC1 is a high-qualification vehicle class (PRO). Vehicle and equipment requirements are presented in Annex 24 to CTT (Section 1).

3.2.1.2. DC2 is a standard qualification vehicle class (SEMI PRO). Vehicle and equipment requirements are presented in Annex 24 to CTT (Section 1).

3.2.1.3. DC3 is a minimum qualification vehicle class (Am). Vehicle and equipment requirements are presented in Annex 24 to CTT (Section 2).

3.2.2. The vehicles shall comply with the safety requirements displayed in Annex 24 to CTT. The competition regulations may establish additional requirements.

3.2.3. The drivers taking part in drifting competitions on DC1 and DC2 class vehicles shall use safety gear compliant with the requirements displayed in Annex 15 to CTT. The competition regulations may establish additional requirements.

3.2.4. The drivers taking part in drifting competitions on DC3 class vehicles shall use at least motorcycle helmets certified for public roads. It is recommended to use safety gear compliant with the requirements displayed in Annex 15 to CTT.

3.2.5. The Organizer is entitled to install telemetry and video equipment on every vehicle. The drivers that do not allow to install such equipment on their vehicles shall be expelled from the competition. The onboard telemetry equipment is used as a tool helping drift judges evaluate the runs. The Organizer's telemetry and video equipment has unconditional priority over the same equipment owned by the driver.

Every participant is responsible for the equipment's stay in the place of its initial installation, its safety and operability throughout the competition.

4. COMPETITION APPLICATION PROCEDURE

4.1. APPLYING FOR COMPETITIONS

4.1.1. The Applicant wishing to take part in the competition shall file an application before the last date of application collection period set up by the regulations. The application may be submitted using electronic means. Such an application must be validated by submitting the original application form at the administrative inspection carried out by the Organizer and paying the entry fee (if any). In such a situation, the date of application is the date of sending the application using electronic means.

The application form shall contain the following information:

a) title, status, and date of competition;

- b) blanks for the last name, first name, and patronymic name, as well as addresses of the applicant, athlete(s), their license numbers, and birth dates;
- c) all essential and sufficient data of the vehicle;
- d) sport discipline.

If the regulations (rules) of the sport competition foresees registration of the applicant's personnel, the application form shall contain the related blanks. All properly registered persons are deemed to be competition participants applied for by the Applicant. The filled-in application form is signed by the applicant, the athletes, and all other persons involved.

4.1.2. The last date and time of application collection is established in the regulations (rules) of the sport competition. The collection of applications for all-Russian and interregional competitions finishes at least 7 days before the beginning of the competition, unless foreseen otherwise by the regulations (rules) of the sport competition. For other competitions, this interval may be reduced to 3 days. After the application collection period is over, the list of applied drivers and their starting numbers shall be officially published. The time and place of the official publishing shall be determined in the competition regulations.

4.1.3. The application is an agreement made between the Applicant and the Organizer. The application obliges the Applicant to take part in the competition and to adhere to all the requirements of the applicable rules and regulations, and the Organizer – to fulfil all the provisions of the regulating documents with respect to the Applicant.

4.1.4. The sport competition participant applied for pursuant to the established order is aware and gives their voluntary consent to bear full material responsibility for all the risks (both known and unknown) and waives all complaints, indemnifying the Organizers, their representatives and/or staff, other participants and partners of liability and legal actions in the event of any casualties, disability, harm or damage caused to any persons or property during the sport competition.

4.1.5. The regulations (rules) of the competition may restrict the maximum number of participating vehicles. In this situation, the priority of admission (including the qualifying round) is determined by the regulations (rules) of the competition.

4.1.6. One and the same vehicle may be declared for competition only once, unless the regulations (rules) of the competition allow filing one or more applications for one and the same vehicle. In such a situation, the responsibility for such application is equally shared between all the applicants, and the vehicle may be used in the competition by the same athlete only once.

4.1.7. Inclusion of the driver in the entry list on the official website of the Organizer is deemed to be an official confirmation of the application admission.

4.1.8. The Organizer is entitled to reject the application before the application

collection term expires.

4.2. ENTRY FEES

4.2.1. If the regulations (rules) of the sports competition foresee an entry fee (amount and terms of payment), it shall be paid at the moment of filing the application. Otherwise, such application shall be deemed preliminary.

4.2.2. The applicant in default of paying the entry fee may be denied participation in the competition. The Organizer shall be entitled to exempt an applicant of pay the entry fee in full or in part.

4.2.3. The entry fees are returned:

- To the candidates whose applications have been denied;
- If the competition did not take place, except for the situations of force majeure circumstances.

5. COMPETITION PROCEDURE

5.1. ADMINISTRATIVE INSPECTIONS AND MEDICAL ADMISSION.

5.1.1. All athletes taking part in the competition shall go through administrative inspections as per the competition schedule. *After the end of the application campaign, the Chief Secretary makes up an administrative inspection schedule, taking the wishes of the participants into consideration. Coming late for the administrative inspection scheduled within the event may be a reason for imposing a fine.*

5.1.2. At the administrative inspection, the following documents for each driver shall be presented:

- a) competition record book and athletic title certificate;
- b) Applicant's license;
- c) Driver's license;
- d) original competition application form;
- e) life and emergency health insurance document.

Athletes aged under 18 years old, besides all the documents listed above, shall also present a consent of both parents (official representatives) for their child's participation in motorsport competitions, duly certified by a notary.

The regulations (rules) of the competition may also require other documents to be presented at the administrative inspection.

5.1.3. The medical admission of the athletes is carried out by the Chief Doctor of the competition before the beginning of the runs. The Race Director or the Chief Doctor of the competition may demand an athlete to take a medical examination and/or

doping control test at any time during the competition.

To get medical admission, the athletes shall have a medical report in accordance with the requirements of the Order of the Ministry of Health of the Russian Federation No. 1144H of October 23, 2020.

All participants shall strictly adhere to the legislation requirements on alcohol and prohibited substance in action in the Russian Federation. If any driver is suspected of driving in an intoxicated condition, they may be required to take the relevant tests. The Organizer keeps a right to check alcohol concentration in exhaled breath or concentration of any other prohibited substance on any participant at any moment during the competitions. If the test result is positive, the test cost shall be compensated by the participant. Refusal to take the test entails expulsion of the driver from the starting list or the competition.

During the medical examination, the driver shall inform the Chief Doctor of the competition on all the medications prescribed to them by a doctor they are taking at the moment, and, if necessary, provide a permission for the use of such medication.

5.1.4. Any applicant whose drivers failed to pass the administrative inspections within the scheduled time may be refused to be admitted to the competition.

5.2. TECHNICAL SCRUTINEERING

5.2.1. Every Applicant declaring a vehicle in the competition application, shall display the vehicle at the incoming technical scrutineering (ITS) in a condition fully prepared for start, with the applied starting numbers and advertising stickers provided by the Organizer, together with the vehicle registration document. Displaying the vehicle for the incoming technical scrutineering equals to the statement of its compliance with the technical requirements and the declared competition group (class). The driver's gear shall also be displayed. Any vehicle failed to pass the incoming technical scrutineering shall not be admitted to start.

After expiration of the application campaign, the Chief Secretary makes up an ITS schedule, taking the participants' wishes into consideration. Showing up for the scheduled ITS late may entail a fine.

5.2.2. By displaying the vehicle at the ITS, the participant confirms that the vehicle, the safety equipment and gear comply with the regulations are operable.

5.2.3. The participant is obliged to immediately inform the technical scrutineer of any discrepancies between the actual condition of the vehicle, the safety equipment and gear, and the condition recorded in the ITS certificate. *Any non-compliance of the vehicle, safety equipment and/or gear with the regulatory requirements may cause imposing a penalty.*

5.2.4. Before admission for start, a pre-start technical scrutineering is carried out to control the presence and correctness of the equipment and gear use. Any non-compliance with the safety requirements *and/or presence of any hazardous technical faults* may cause expulsion from start.

Technical scrutineers and/or start line marshals are entitled to, following the instructions of the Race Director/Technical Scrutineer and with a consent of the driver, close the doors, hoods, trunks, fix/dismantle outside vehicle body panels and do any other actions to bring the vehicle to compliance with the safety requirements.

5.2.5. Every vehicle may be subject to current technical scrutineering at any moment of the competition. As a rule, subject to inspection are the technical parameters relevant for the vehicle performance, and, as a rule, such an inspection does not require dismantling of any units and assemblies of the vehicle. Violation of the technical scrutineering requirements may result in penalties.

5.2.6. A technical scrutineer may inspect and/or seal for further inspection any vehicle of the participant or any of its units and assemblies at any time.

5.2.7. The regulations may foresee a final technical scrutineering after the end of the competition.

5.2.8. Technical scrutineering in no way relieves the applicant, the driver, or the applicant personnel from full responsibility for the safe operation of the vehicle. The applicant hereby acknowledges that they are the best informed of the structure and operation of the vehicle, the safety equipment and driver's gear, and that they agree to adhere to all the applicable rules, requirements, regulations, and agreements.

5.2.9. The Organizer may determine a weight limit for all the admitted vehicles. In such a situation, the subject matter is the mass of the vehicle prepared for start, together with its driver wearing full gear.

The vehicle mass shall not be below the minimum required mass from the moment the qualifying runs begin and throughout the competition.

5.2.10. *All vehicles are subject to weighing during ITS; their weight is registered in the weighing protocol. If there is any ballast installed on the vehicle, it may be sealed.*

Any vehicle may be weighed at any moment of the competition.

If the vehicle is incapable of reaching the weighing zone on its own, it is delivered under the judges' control.

5.2.11. *No lubricants, liquids, gas, or any other substances or matters of any nature may be added, placed, or replaced on the vehicle after it has been called for weighing.*

If the vehicle called for weighing lacks any parts lost in a racing incident, it stays in the weighing zone until all the missing elements are delivered for the vehicle weighing.

5.2.12. *Only the driver with their vehicle, a technical scrutineer and technical controllers are allowed to enter the weighing zone. No third persons or any interference, unless certified by the officials, is allowed. The driver and/or the vehicle cannot leave the weighing zone without previous consent of the technical scrutineer and a technical controller.*

5.3. BRIEFING

5.3.1. During competition, at least one briefing shall be held to convey the key safety issues and the judges' assignment to the participants. The briefing is compulsory and required personal presence of all the drivers admitted to solo and tandem runs, which is certified by their personal signature. The drivers who do not show up for the compulsory briefing are not admitted to runs until they take an individual briefing with the Race Director.

The time and place of the compulsory briefing is determined in the competition schedule. Attending the compulsory briefing, the drivers shall wear a completely fitted and buttoned-up race suit, branded in accordance with the regulatory requirements.

5.3.2. Upon the decision of the Race Director, the number of briefings may be increased.

5.3.3. As a rule, a briefing is attended by the Race Director and the drift judges.

5.3.4. All the information conveyed to the contenders at the briefing is obligatory to comply with for both the drivers and the applicant's personnel.

5.3.5. During the compulsory briefing, the Race Director shall inform the drivers of the procedure of action in case of any emergency situations, specificity of the safety rules in the scored section of the track and beyond, the track traffic scheme and other important safety rules.

5.3.6. At the briefing, the drift judges present the preliminary judges' assignment with the start and finish lines and approximate location of the clips. The final judges' assignment with exact location of the place and configuration of the start, the latest initiation point, and exact arrangement of the clips, as well as track division into sectors and the score given for each sector is published as an official bulletin before the qualifying runs begin.

5.3.7. At an additional judges' briefing, the driver may be represented by an official representative or a spotter, unless stipulated otherwise by the regulations. The representative/spotter must convey all the information to the driver who, in such a situation, is considered to have been fully informed.

Apart from drivers, only applicant representatives, spotters and accredited media may attend the briefing.

5.4. OPENING. PARADE. MARKETING ACTIVITIES.

5.4.1. *The competition may also include various ceremonial events, such as opening or closing ceremonies, drivers' parade, autograph sessions, awarding ceremonies. The time and place of such ceremonial events is provided in the event schedule.*

5.4.2. *The opening ceremony of the event is carried out in accordance with the Organizer's script. It is compulsory for all the drivers to be present at the opening ceremony, dressed in a race suit unless agreed otherwise with the Race Director.*

The opening ceremony is qualified as "quiet hours": it is strictly prohibited to play loud music and start racing vehicle engines and generators, to use any pneumatic tools. The violation of the "quiet hours" is subject to a fine.

5.4.3. *The drivers' parade means a line-up of the drivers with their vehicles in a place designated by the Organizer. The competition regulations prescribe who of the drivers is obliged, and who may take part in the parade "at their own discretion".*

5.4.4. *The drivers shall arrive at the parade site in their race suit and bring their racing vehicle. If the vehicle cannot be displayed at the parade, the driver shall obtain the Race Director's permission to take part in the parade without a vehicle, with a spare vehicle or in any other format. No-shows of the drivers or cars is subject to penalties. The parade line-up order is regulated by the Organizer. The entrance to the parade closes five minutes before its start. During the parade, all the participants shall strictly follow the instructions of the officials.*

All the parade participants are allowed to leave the parade zone only after the command of the officials or with a permission of the Race Director.

5.4.5. *The competition schedule may also include autograph sessions for spectators. Taking part in the autograph session is compulsory for all the drivers*

During the parade and the autograph session, the teams are allowed to use their flags, symbols, grid girls and/or mascots, as previously approved by the Organizer.

Any changes in the parade procedure due to marketing activities shall be additionally approved by the Organizer.

5.4.6. *The awarding ceremony is held in accordance with the Organizer's script. After the final runs are completed, the drivers and the teams who have taken 1st, 2nd, and 3rd places, as well as qualifying winners, shall arrive at the awarding podium zone wearing their race suits and display their vehicles. Presence of all the athletes engaged in the ceremony at the opening ceremony is compulsory; their absence is subject to approval by the Organizer.*

Before the official start of the awarding ceremony, grid girls and/or team mascots may stand next to the drivers' vehicles as approved by the Organizer. One minute before the beginning of the ceremony, they leave the vehicle display site upon the Organizer's

instruction and take their places in the spectators' zone. If there is enough space in the ceremony area, the Organizer may offer grid girls and/or team mascots move to the areas on the right and/or on the left of the awarding podium.

After the end of the official part of the awarding ceremony, the competition participants may ascend to the top of the awarding podium to record videos or to take group photos of the team.

5.4.7. Compulsory interviews. After the awarding ceremony, the drivers taking 1st-3rd places in personal competition, as well as the qualifying winner, called by the Press Secretary or any other representative of the Organizer, shall within the scheduled time arrived at the location designated by the Organizer for recording post-event interviews. Dress-code: race suit, branded in accordance with the regulations.

5.4.8. When recording any interviews during the official competition days, including interviews in the studio, on the pit lane, or in the service park, the drivers shall be wearing either duly buttoned race suits branded in accordance with the regulations or branded team clothes containing no branding or advertising of any other competition, race series, or track days. The requirement applies as well to the drivers who have finished their competition performance but called for an interview.

5.4.9. In accordance with the schedule, the participants may be allowed to make static photoshoots on the racing track provided that the following rules are strictly adhered to:

- The Race Director and the venue manager have given their consent and provided proper information on the exact locations allowed for photoshoots;*
- Moving on the track to the photoshoot venue is only allowed on the drift racing track, the pit lane, and service lanes designated in the traffic scheme as "service-to-start lanes" and "finish-to-service lanes";*
- Moving along the track, always mind people and machinery working on the track, equipment of the Organizer or contractors arranged on the track;*
- Drifting is strictly prohibited;*
- Maximum speed on the track is 5 km/h;*
- For each team, the presence of one civil vehicle (technical vehicle, operators' vehicle etc.) and three team members is allowed;*
- Photoshoot in motion is allowed only with a previous permission of the Race Director.*

Violation of the photoshoot rules is subject to fines. If any material damage is caused during the photoshoot and/or movement to/from the photoshoot location, the liable party is the person causing such damage. The Organizer or any other affected party

shall be entitled to demand full compensation of the expenses entailed.

6. DRIFT JUDGEMENT

6.1. GENERAL JUDGEMENT PRINCIPLES

6.1.1. The panel of drift judges consists of qualified judges competent in sport judging theory and experienced in drift competitions or drift competition judging. If the judges work as a panel, one of them is assigned to the position of the Head Judge, a chairperson of the judges' panel. The Head Judge shall be responsible for:

- Drawing up the drivers' evaluation protocols and communication with the Race Director and the SSC throughout the event.
- Drawing up and presentation of the judges' assignment at the briefing.
- Presence and correctness of the judges' assignment demarcation on the track.

Drift judges are judges of fact. All decisions of the drift judges are final and not subject to review. Protests against drift judges' decisions are not accepted.

6.1.2. Decisions are made by the judges based on the drivers' performance of the judges' assignment, using the previously approved criteria: line, angle, style, and speed. A drift judge may use any available tools, including electronic judging systems to improve evaluation precision, but in any situation, the final decision is made only by the drift judge. Drift judges are only engaged in evaluation; the person in charge of running the competition is the Race Director.

6.1.3. To evaluate the drift runs, drift judges may use telemetry data and video records made both outside and inside the vehicle.

6.1.4. The competition Organizer shall arrange a comfortable work place for the drift judges. This place must have a panoramic view of the entire scored section of the track, and it must be located on sufficient altitude in respect with the racing track for ensuring a correct lookout angle. If this requirement is impossible to fulfil, videorecording must be carried out and made immediately available to the drift judges.

6.1.5. Drift judges evaluate every run. The evaluation is carried out based on the following criteria:

- **Line.**
- **Angle:**
 - adhere to the minimum allowed angle requirement in each sector;
 - smoothness and control of the vehicle's rotation around its axis (fluidity).
- **Style:**
 - **Commitment** means precision, aggression, and confidence of the

driver while moving the vehicle during the run.

- Fulfilment of the judges' assignment in terms of speed and pace changes.

The specific gravity of each criterion in the general score ranges from 10% to 50%.

The general principle of determining the specific gravity is the following: the lower the qualification of the participant (the lower the vehicle class), the more important is line and the less important is style.

For example:

- *for DC1 class: Style 40, Angle 30, Line 30*
- *for DC2 class: Style 30, Angle 30, Line 40*
- *for DC3 class: Style 20, Angle 30, Line 50*

6.1.6. If reliable measurement tools are available, drift judges may also point out additional criteria in their assignment:

- **Speed**
- **Pace stability**
- **Angle stability**

The speed and pace are evaluated by the Style Judge, and the angle stability is evaluated by the Angle Judge.

6.1.7. Drift judges are the only persons who may consult the drivers on interpreting the judges criteria within the assignment designed by them. Such consulting may be only done during briefings.

6.1.8. The general evaluation criteria and scoring procedure shall be described in the competition regulations.

6.1.9. The judges' assignment is approved by SSC (or Race Director in the absence of SSC), published before the beginning of the qualifying round and explained to the participants during briefing. It needed, judges may introduce corrections to the judges' assignment for tandem runs, which shall be published and explained to the participants before the beginning of the tandem runs.

6.2. LINE

6.2.1. The judges evaluate the precision of the vehicle's movement on the trajectory prescribed by the judges' assignment, including the depth of filling clipping zones, inside clipping points, touch-and-goes, adherence to the no-go zones and the racing track borders.

6.2.2. The principles of line judgement shall be explained in details in the judges' assignment.

6.2.3. Recommendations on penalization for wheels off the track (*during solo runs and for the leader in tandem heats*):

Level 1	One wheel off the track	2 (two) points deducted for each offence
Level 2	Two wheels off the track	5 (five) points deducted for each offence
Level 3	Three wheels off the track	10 (ten) points deducted for each offence
Level 4	Four wheels off the track	0 (zero) points for the run

Provided that the chaser is running at a close proximity and mimicking the trajectory of the leader, the points for wheels off the track are deducted as follows (*for the chaser in tandem heats*):

Level 1	One wheel off the track	No penalty
Level 2	Two wheels off the track	2 (two) points deducted for each offence
Level 3	Three wheels off the track	5 (five) points deducted for each offence
Level 4	Four wheels off the track	10 (ten) points deducted for each offence or 0 (zero) points awarded for the run depending on the mutual position of the vehicles at the moment of offence

6.3. DRIFT ANGLE

6.3.1. In each sector, the compliance of the vehicle drift angle to the minimum permitted angle stipulated by the judges' assignment in the given sector, stability of the angle (presence/absence of angle corrections), speed and precision of angle are evaluated.

6.3.2. If the Angle stability criterion is applied, it is included in the general Angle criterion.

6.3.3. Examples of penalized offences:

- Angle less than the minimum permitted angle for the given sector;
- Angle corrections;
- Too slow and/or stepwise angle acquisition.

6.4. STYLE

6.4.1. Two style components (Commitment and Fluidity) are evaluated in each sector.

6.4.2. If Speed and Pace stability criteria are applied, they are incorporated in the Commitment component.

6.4.3. Commitment is evaluated as quality of the vehicle's run on the given trajectory. In a perfect run, the vehicle shall accelerate with maximum efficiency, initiate drifting in accordance with the judges' assignment and run at a maximum speed possible for the given sector, reducing the speed only in the designated deceleration areas, fill all outside clipping zones and inside clipping points with confidence and commitment, use the entire width of the drifting track without violation of the trajectory prescribed by the assignment.

6.4.4. Scoring the Commitment criteria, the drift judges make substantial deductions in the following situations:

- The prescribed line is not adhered to;
- Pace deviations contradict the judges' assignment;
- Intentional or accidental change in the acceleration speed before initiation.

6.4.5. Fluidity is evaluated a quality of the vehicle's rotation around its axis. In a perfect run, the vehicle shall reach the required drift angle as fast as possible, without corrections, make sharp and precise transitions (drift direction switch).

6.4.6. When scoring Fluidity, the judge shall make substantial deductions in the following situations:

- Initiation contradicts the judges' assignment (slow or step-wide drift angle entry, insufficient drift angle);
- Imprecise and indistinct transitions, transitions through "straightening".

6.5. CLASSIFICATION OF MISTAKES

Critical – mistake that entailed awarding zero points for the run.

Gross – mistake that entailed reduction of the score in the given sector by 50 – 100 %.

Major – mistake that entailed reduction of the score in the given sector by 25 – 50 %.

Minor – mistake that entailed reduction of the score in the given sector by up to 25 %.

6.5.1. Critical mistakes:

- Spinning out.
- Opposite drift — Drifting with the opposite angle required at that point on course.
- Major straightening.
- Loss of car body elements, parts and assemblies during run, opening hoods, doors, or trunk, creating obstacles for the other driver.
- Distance between the two vehicles exceeding two clips (the chaser has not entered the first clip by the moment the leader leaves the second clip). *This requirement does not apply to the TGs integrated into a single zone by the judges' assignment and designated with the same number with slash sign (e.g., TG2/1, TG2/2 etc.).*
- Three consecutive restarts of the same driver within the same heat.
- The chaser performs an illegal pass of the leader in the scored section of the track during run.
- Unchaseable lead run – leader's actions not allowing the chaser to fulfil the judges' assignment. Such actions may include, but not limited to: sudden speed or angle change, running on a line not allowing the chaser stay within the racing track borders, using unsportsmanlike or dangerous techniques etc.
- Full stop or critical slowdown before the finish.
- Four wheels off the track.
- No initiation before the latest initiation point.
- Uncontrolled finish: the athlete commits a critical mistake after the finish, but the beginning of the mistake is obvious before the finish line is crossed; the drift judges may interpret this situation as a critical mistake.

6.5.2. The drift judges may determine other mistakes and offences to be classified as critical. All these parameters shall be clearly described in the judges' assignment.

6.6. PENALIZATION

6.6.1. If any of the competition participants (including all personnel of the applicant) violates any provisions of the regulating documents, the Race Director, drift judges and/or Sport Scrutineer are authorized to run an investigation within their area of competence and impose a penalty.

Types of penalties (sanctions) from the mildest to the strictest:

- warning;
- notice (reprimand or public censure);

- monetary fine;
- community service;
- reduction of rating in the competition;
- prohibition of start;
- expulsion from competition;
- annulment of competition results (part of competition, a given run).

6.6.2. List of offences entailing expulsion from the competition or a series of runs:

- Any form of dangerous conduct on the racing track or in the competition zone (service park etc.);
- Overspeeding at the competition venue;
- Practicing in unauthorized places, including service park;
- Unsportsmanlike behavior;
- Disobedience to signals and instructions of judges;
- Incompliance with technical requirements;
- Violation of anti-doping rules;
- Negligence of essential instructions given at the briefing;
- Non-fulfilment of obligations by the driver and/or their team.

6.6.3. All monetary penalties and fines shall be paid within the term indicated in the fine resolution.

6.6.4. In the event of damage of any property of the Organizer and/or the competition venue infrastructure (including surface damage), the Organizer may, apart from imposing sanctions, demand compensation of the damage caused and the cost of works required to eliminate the damage and defects.

6.6.5. If the marketing agreement and/or other commercial rights-related requirements are violated, the Organizer has the authority to run due investigation and impose extra sanctions in accordance with the violated agreement.

6.7. FLAG SIGNALS

6.7.1. In drifting, two main flags and/or light signals (if available) are used to give signals to the drivers and officials on the *scored section* of the racing track:

- Red flag — stop the run due to any danger on the track.
- Green flag — track clear; track is ready for the run.

6.7.2. The Race Director establishes the order of using flag and/or light signals and informs drivers about it during the briefing.

The order of using flags/light signals in the pre-start assembly zone is as follows:

- *Green flag and/or light signal: call to burnout zone.*
- *Yellow light and countdown indicator (or any other means of information): information of the time left to the end of burnout.*
- *Red flag and/or light signal: command to leave the burnout zone immediately and go to start.*

6.7.3. If a red flag (light signal) is shown on the track, all the drivers in the racing track shall immediately stop drifting, reduce speed and slowly continue moving or stop, following instructions of the judges.

6.7.4. Violation of the rules of conduct and flag use is subject to penalization.

6.7.5. The command to start or any other command may be given with a green flag or any other as stipulated in the competition regulations.

7. HEAT ORDER AND PROCEDURE

7.1. START LINE PROCEDURE

7.1.1. The start of a run is the moment the start command is given.

7.1.2. The start line is located at the beginning of the racing track and may be marked with an arch.

7.1.3. The pre-start assembly zone is a restricted access zone where drivers in their cars wearing full gear with their seat belts on wait for the call to burnout zone/start line. *While in the pre-start assembly zone, the driver shall monitor all flag/light signals presenting instructions given by the event officials.*

Any manipulations with the vehicle in the pre-start assembly zone and/or on the way to the start line without previous permission from the officials, just like any stops on the way from the burnout zone to the start line are subject to consideration by the Race Director, who may interpret them as violation of the vehicle maintenance rules (see par. 2.3.5 hereof) and subject to penalization.

7.1.4. No persons except officials and drivers competing in the next run are allowed in the pre-start assembly zone. The drivers are not allowed to leave their vehicles without permission from the officials; they must be fully ready for being called to start.

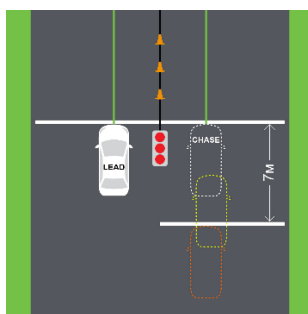
7.1.5. A burnout zone may be organized in the nearest proximity to the pre-start assembly zone. The zone may be used for tire burnout only.

7.1.6. The main principle of organizing the start line procedure is not to allow the

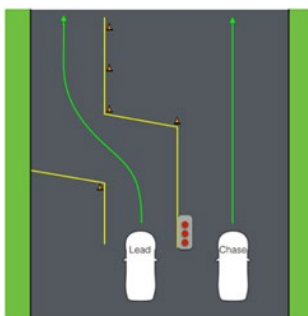
leader to create a dominant lead before the beginning of the scored section of the track. For this purpose, a chicane, a respect zone designated by the judges' assignment can be used, or the chaser may be allowed to be running before the start signal is given. At the same time, the start line procedure offences shall be controlled.

7.1.7. Recommended start line procedure:

A) The drivers setup at the start line when instructed by the judges. The leader shall setup their vehicle in such a way that its front part does not cross the start line. The chaser may stand both on the start line or behind it, but not farther than 7 (seven) meters away (see Figure 1a).



B) In some situations, in both qualifying and tandem battles, the drift judges may decide to use a respect zone or a cone chicane, designed to decrease the acceleration of the leader, permitting the chaser to maintain proximity down the straight away leading up to the initiation point (see Figure 1b).



7.1.8. The start command may be given both with automatic start lights or with flags.

7.1.9. If the start lights are used, the drivers setup their vehicles on the start position. The start judge gets the drivers' confirmation of readiness to start, and switches on the automatic light panel. Consecutively, "one red light – two red lights – three red lights" appear on the panel. After that, all the red lights go off, and in 0.5-3.0 seconds the green light goes on. This is the start command. The leader shall start immediately after the start command is given. The chaser may start at any moment after the light panel is switched on (or after two start flags are raised, when the flag start procedure is used).

7.1.10. Flag start procedure: the drivers setup their vehicles on the start position. The start judge gets the drivers' confirmation of readiness to start, and raises up two

start flags (one in each hand, on both sides). Waving the flags down is the start command.

7.1.11. During practice sessions, the start command is given with a flag. For tandem practice, the two-flag start procedure described above is used, and in this situation, the start may be not given to both drivers simultaneously. The start signal for each driver is waving of the flag on their side.

7.1.12. The leader's start mistakes are the following actions:

- Jumpstart (beginning of motion before the start signal is given);
- Hitting a chicane cone;
- Staying at the start for over 3 seconds after the start signal is given;
- Intentional or accidental substantial deceleration before the initiation point.

7.1.13. Chaser's start mistakes:

- Chaser's actions do not allow the leader to initiate in accordance with the judges' assignment;
- The chaser crosses the division line (or any other line, designated by the judges) in the acceleration zone while moving in front of the leader.

7.1.14. For start mistakes, the driver receives a warning, and the Race Director restarts the run. Not more than two warnings are allowed in the same run. If the third warning is given, the driver is awarded zero points for the run.

7.1.15. *All requests to consider video records of the presumed start line offences during tandem battles are accepted:*

- *For the first run – before the second run of the heat begins;*
- *For the second run – before the drift judges announce the heat results.*

No protests against the judge of the jumpstart fact are considered. If the Race Director confirms the fact of a non-recorded jumpstart, the drift judges may assign a restart if they conclude that the jumpstart affected the run results.

7.2. PRACTICE SESSIONS

7.2.1. An official practice session is an integral part of the event and shall be included in the competition schedule.

7.2.2. Participation in the official practice session is important for the development of a rational judges' assignment and is therefore compulsory for all the drivers admitted to the competition. Failure to do so may be a reason for expulsion from the competition. *Admission of the drivers who did not take part in the practice sessions is the competence of SSC.*

7.2.3. *The practice session procedure is conveyed to the drivers at the first briefing.*

7.2.4. *The drivers begin each practice session only after the start judge gives them the respective permission. As a rule, the start command is given with a flag, but the Organizer may use any other procedure as announced at the briefing.*

7.2.5. *After the competition starts, no practice outside the official practice sessions is allowed on the racing track. Moreover, it is strictly prohibited to practice in any other parts of the circuit outside the racing track during the competition, except for the test runs explicitly permitted in the individual regulations of the event, or by a special resolution of the Race Director. Failure to adhere to this rule is subject to penalization up to expulsion from the competition.*

7.2.6. *Access to the racing track during practice sessions may be closed by the resolution of the Race Director.*

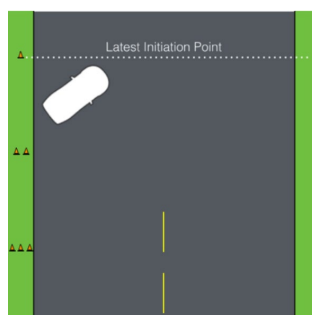
7.2.7. *Presence of one passenger on board a racing vehicle is allowed only during practice sessions provided that the vehicle is equipped for carrying a passenger as confirmed by the ITS. The passenger shall wear a homologated helmet, a helmet liner, and a fire-resistant suit, as well as closed footwear. It is strongly recommended to wear full safety gear as per Annex 15 of CTT.*

7.2.8. *It is allowed to take part in the official practice session without bumpers and kicking plates, as well as without headlights and reversing lights. Absence of any other body elements and panels is prohibited.*

7.3. QUALIFYING (SOLO RUNS)

7.3.1. During qualifying, the driver shall run through the scored section of the track strictly adhering to the trajectory prescribed by the judges' qualifying assignment, keeping the optimal drift angle in each sector of the course.

7.3.2. During both qualifying runs, 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 below.



7.3.3. Qualifying scores will be awarded based on a combination of the three criteria (see par. 6.1.5).

7.3.4. The judges' assignment, scoring sectors for each criterion and specific gravity of each criterion in the total score are established by the drift judges before the qualifying runs.

7.3.5. The allocation of points shall be done by sectors based on the maximum (total or average) run score of 100 points.

7.3.6. The system of awarding score in points is the following:

- All criteria are distributed between the three drift judges;
- Each judge scores their criterion depending on its share in the total maximum score of 100 points;
- The scores are summed up, and the driver gets the final score for their qualifying run.

If only two drift judges are present, the criteria are distributed between them by the Race Director. In such a situation, the Style criterion scoring duty is divided as follows: Fluidity is controlled by the Angle Judge, and Commitment is controlled by the Line Judge.

If there is only one drift judge, they are responsible for scoring all the criteria.

7.3.7. The qualifying result is the best score awarded to each driver in the qualifying (solo) runs.

7.3.8. If two or more drivers are awarded equal score, the second best score is considered.

If both run scores of two or more drivers are equal, the higher rating is given to the driver awarded a higher Style score in the better qualifying run.

If all the parameters listed above are equal, the higher rating is given to the driver awarded a higher Style score in the worse qualifying run.

If the score of two or more drivers is further equal, the priority is given to the driver arriving at the qualifying earlier than their competitors.

7.3.9. If all qualifying runs of a driver are awarded zero points, they do not get a rating and qualifying points, and are not admitted to the tandem battle round.

7.3.10. *The competition schedule may foresee a warmup before the qualifying runs, which is not compulsory for the drivers.*

7.3.11. *For the qualifying round, in the start list all the drivers are divided into qualifying groups of 5-10 people, depending on the total number of contenders. The contenders are divided into the qualifying groups at the briefing through a drawing procedure. As a rule, the draw is carried in the order reverse to the current rating of the series (for the first event, previous years' results).*

7.3.12. *Upon the judges' command, the qualifying group gathers in the pre-start assembly zone, from where the drivers are called to the start in the start list order. If needed, the start procedure may be modified by the Race Director.*

7.3.13. *The first qualifying round of the group begins upon the command of the start judge. After the drift judges announce the score of the last driver of the group, the first qualifying round is deemed completed.*

The second qualifying round of the group begins immediately after the first one, pursuant to the same procedure.

7.3.14. *The drivers of the first qualifying group shall arrive at the pre-start assembly zone not later than 5 minutes before the scheduled runs, unless the officials instruct them otherwise.*

The next qualifying group shall arrive at the pre-start assembly zone not later than the start of the one but last contender of the previous group, unless the officials instruct them otherwise.

The driver failing to cross the pre-start assembly zone border by the moment the start procedure begins, is deemed to have missed the run.

7.3.15. *The driver must be ready to arrive at the start line upon the judges' command immediately after the start of the previous driver. Failure to obey to the judges' command is subject to penalization.*

7.3.16. *The Race Director may give a command to begin the start procedure immediately after the previous contender's results are announced. If the driver does not show up at the start line at the moment the start command is given, they are deemed to have missed the run.*

7.3.17. *The driver missing the first run start is awarded 0 points and keeps the right to take a second run as per their position in the start list, or declare transition to the "health group".*

The driver completed the first run but not showing up for the second, is awarded 0 points for the second run, unless they have declared transition to the "health group".

7.3.18. *One and the same driver is not allowed to qualify in different groups, unless they declare transition to the "health group".*

7.3.19. *"Health group" is a group qualifying pursuant to the original procedure after all the drivers from the start list have completed their runs. The "health group" drivers do only one qualifying run. If by the moment a driver declares transition to the "health group" they have done one productive qualifying run, its result is annulled. If the driver has taken part in the pre-qualification warmup, they are not provided an extra warmup. The transition declaration is filed through the Chief Secretary or the Field Judge before the driver's start pursuant to the established start procedure in the given round. The decision to transit to the "health group" cannot be called back.*

7.3.20. *If the weather and/or the racing track conditions change, as well as for*

extra tire burnout, the Race Director may allow sighting laps if the competition schedule allows them to do so. Such a sighting lap is not a part of the competitive run; after the sighting lap, the driver must arrive at the start line. The Race Director may allocate extra time for the arrival at the start or allow some technical works on the vehicle.

7.3.21. Technical works on the vehicle (tire change, minor modifications/maintenance) during qualifying round are only allowed in between the two qualifying runs.

7.3.22. Taking part in the qualifying runs with missing vehicle body elements and panels (including bumpers, trunk lid and hood, headlights, fenders, doors, windshield) is not allowed. If such elements fail during the runs and if they cannot be fixed, the decision on admission to further runs is made by the Race Director based on the Technical Scrutineer's report.

7.3.23. The headlights and reverse lights of the vehicle shall be on during qualifying runs.

7.3.24. No passengers are allowed on board in the qualifying runs. Failure to adhere to this rule results in rejection of start.

7.4. TANDEM BATTLES

7.4.1. The drivers who have collected enough qualifying score as per the procedure determined by the selected tandem battle system (par. 2.1.4) are admitted to tandem runs. The general principle is the following: the 1st versus the last, the 2nd versus one but last etc., followed by 1/16, 1/8, quarterfinals, semifinals, and the final. If possible, the leaders shall be setup in the opposite sectors of the competition bracket to prevent their encounter before the final.

7.4.2. Every tandem takes a series of two battle runs (heats):

- The driver rated higher after the qualifying has a right to choose a role in the first run: the leader or the chaser. The choice is made at the moment of arrival to the start line by setting the vehicle up on the corresponding lane. *If it is technically relevant, the Race Director may require the drivers to inform the officials about their choice in advance.* The opponent takes the vacant lane and the corresponding role in the first run.
- In the second run, the drivers switch their roles.
- In case of an OMT, the role order does not change.

7.4.3. The heat starts from the moment the command to start the first heat run is given, and is deemed finished when the judges announce their decision of the heat results.

~~7.4.4. The participants of the heat coming next in the competition bracket shall arrive~~

~~at the pre-start assembly zone within three (3) minutes, unless foreseen otherwise by the competition regulations. As a rule, the countdown for the next tandem's arrival at the start begins at the moment the results of the previous heat are announced.~~

Unless the Race Director makes an announcement of any changes in the schedule, the first tandem shall arrive at the pre-start assembly zone (cross the borderline) at least 5 minutes before the scheduled tandem runs time, and the next tandems – not later than the start of the previous tandem's heat. Coming late to the pre-start assembly zone is subject to penalization.

If one driver competes in two heats in a row (third place battle, last tandem's OMT etc.), extra time is given for the vehicle preparation, but not more than 10 minutes from the moment such a driver completes their previous run.

The Race Director may command to begin the start procedure immediately after the red flag is shown / light signal is on in the burnout zone. The absence of the driver at the start line at the moment the start command is given equals to losing the heat.

7.4.5. In tandem runs, the leader shall run on the line, at the speed and with an angle determined in the qualifying assignment, doing their best to perform an equivalent of a maximum score run. The chaser shall follow the leader, mimicking their actions and keeping at a minimum possible distance from them.

7.4.6. To evaluate the performance of the leader and the chaser, the drift judges develop their tandem battle assignment, determining extra permitted parameters or additional conditions for the leader and the chaser (for example, deceleration zones).

7.4.7. If the weather and/or the racing track condition changes, *or for extra tire burnout*, the Race Director may allocate a sighting lap ~~before the heat~~, if the competition schedule allows to do so. ~~The sighting lap procedure is described in the regulations. This lap is not obligatory and is not deemed to be a part of the heat. The Race Director may permit some manipulations with the vehicle and/or tire burnout, setting the time for arrival at the start line for the battle run. The driver failing to arrive by the stipulated time is deemed to have lost the heat.~~

In the event of any substantial change of driving conditions, the judges may introduce some changes in their assignment, duly informing all participants of the competition.

7.4.8. During tandem runs, each judge selects the winner of the heat. The judges may use video replays or any other technical means for decision-making. The votes of all judges are equal. The decision is made by the majority of votes.

7.4.9. Evaluating the drivers' performance, the judges at first compare the performance of the first run's leader to the performance of the second run's leader. ~~If both drivers are awarded 0 points in one run of the heat, and in the other run both drivers got a score different from zero, or different drivers were awarded 0 points for~~

~~different runs of the same heat, then, due to the impossibility to compare the runs, an OMT is assigned. If one or both drivers are awarded 0 points in the heat, the winner is determined in accordance with the following table:~~

Heat		Driver A	Driver B	Decision
1	Run 1	0 lead	Productive lead	OMT
	Run 2	Productive chase	0 chase	
2	Run 1	0 lead	0 chase	OMT
	Run 2	Productive chase	Productive lead	
3	Run 1	0 lead	0 chase	A
	Run 2	Productive chase	0 lead	
4	Run 1	0 lead	Productive chase	B
	Run 2	Productive chase	Productive lead	
5	Run 1	Productive lead	0 chase	A
	Run 2	0 chase	0 lead	
6	Run 1	Productive lead	Productive chase	B
	Run 2	0 chase	Productive lead	
7	Run 1	Productive lead	0 chase	By leader
	Run 2	0 chase	Productive lead	
8	Run 1	Productive lead	0 or productive chase	OMT or see par. 7.4.29
	Run 2	0 chase - fault	Lead: run incomplete	

7.4.10. Determining the heat winner, the following principles shall be followed:

- In tandem runs, both leader's and chaser's performance is evaluated by sectors, which may have a different "weight" depending on their difficulty and number of elements to score;
- In the final score, the lead run has a greater "weight" than the chase run, but an obvious advantage in the chase run, however, may be used as a ground for an OMT or a victory even if the lead run of the same driver is scored lower.
- In each sector, the judges evaluate the leader/leader and chaser/chaser performance from the "win-lose to the opponent in the given sector" position, determining the heat winner on the basis of overall performance in all sectors;
- Late arrival at the start, a technical failure or being found guilty in an accident always entails heat loss, even if the first run of the heat has been completed and the opponent was given zero points.

7.4.11. The leader's goal is to perform a correct run, equivalent to a 100 point qualifying run (i.e., as close to the qualifying assignment on the scored section of the track as possible), maintaining proper momentum and slowing down only in the designated deceleration zones, at the same time giving the chaser a reasonable opportunity to chase and mimic with good proximity. No tactical movements

intended to force the chaser reduce the speed are allowed. The leader's actions that do not fit the unchaseable run criteria but caused mistakes of the chaser, are interpreted by the judges as leader's mistakes.

7.4.12. The leader's performance is evaluated by the grade of fulfilling the qualifying assignment.

7.4.13. The chaser's goal is to initiate no later than the latest initiation point, make no corrections or mistakes, and throughout the run mimic the moves and line of the leader in the nearest proximity to them, but without passing them, running at the same or greater drift angle.

7.4.14. The chaser's performance is evaluated based on the following parameters (listed by their weight in evaluation, in descending order):

- 1) Proximity – achieving minimum possible distance between the vehicles. (Recommended weight: 40%)
- 2) Mimics – ability of shadowing all movements of the leader, simultaneously with them. (Recommended weight: 30%)
- 3) Line – ability to shadow the leader's trajectory with maximum precision. (Recommended weight: 20%)
- 4) Angle – ability to drift at the same or greater angle than the leader. (Recommended weight: 10%)

To award well-balanced score, the drift judges shall rely upon the weight of each parameter listed above and consider the possibility of sacrificing a less valuable parameter for a more valuable one (driver's compromise).

Forced mistakes of the chaser, caused by incorrect actions of the leader, are interpreted by the judges, first of all, as leader's mistakes. But the final score, however, shall be balanced from the perspective of the effect made by each driver's actions on the performance of their opponents.

7.4.15. If the leader is awarded 0 points, after the critical mistake the chaser's run is not evaluated.

7.4.16. If the chaser is awarded 0 points, the leader must continue the run to get a score. If in such a situation the leader stops the run, they are awarded 0 points as well.

7.4.17. If a driver in any role is deemed guilty of his opponent's incomplete run, they are awarded 0 points, and the opponent is awarded maximum score for the run.

7.4.18. The decision on awarding 0 points is made by drift judges.

7.4.19. After the tandem battles, the score is accrued in accordance with the regulations (rules) of the competition. Scoring table examples are provided in Annex

2.

7.4.20. If the judges fail to determine the winner after one heat, a “one more time” (OMT) is assigned, but not more than twice. If after the second OMT the judges still cannot determine the leader, the driver rated higher after the qualifying passes to the next round. All assigned OMTs are held at the end of the given round in the order of assignment.

7.4.21. Reasons for OMT:

- Two or more judges assign an OMT;
- Discrepancy of opinions: one judge votes for driver A, another for driver B, and the third one for OMT;
- Comparing runs of the two drivers appears impossible.

7.4.22. If one of the vehicles does not show up at the start line at the appointed time, the other vehicle’s driver performs a technical run (BYE RUN) not scored by the drift judges. The run is deemed completed the moment the vehicle crosses the latest initiation point, moving unassisted. If both drivers do not arrive at the start on time, the start command is given in their absence. Both are deemed to have lost the heat, and none of them passes to the next round. If such a situation occurs in the final battle, both drivers take second places, and the first place is not awarded; in the third place battle, both drivers take fourth places.

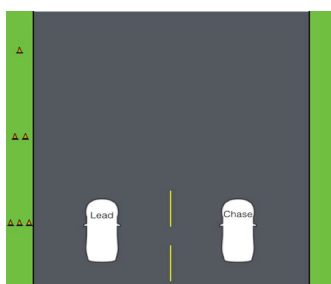
7.4.23. The start command is given with a start light or a flag. The run is considered finished only after both drivers cross the finish line, or after the Race Director announces the end of the run.

7.4.24. The latest initiation point shall be clearly marked on the course. If necessary, two lanes may be also marked. In the absence of such marks, the drivers stick to the corresponding sides of the racing course.

7.4.25. Both the chaser and the leader must initiate before the latest initiation point is crossed. The lane and initiation rules are explained by the judges during the briefing.

7.4.26. The chaser may follow either of the following two procedures for their initiation:

A) The chaser can choose to initiate immediately beside the lead driver within the chase lane, but without passing the leader when crossing the latest initiation point.



B) The chaser can also choose to initiate behind the lead driver. In this case, the chaser can remain in the same lane as the leader.



On some tracks, the judges may permit only one initiation procedure. In such case, it is explicitly announced to the drivers at the first briefing.

7.4.27. Contacts of vehicles are not allowed in tandem battles. Depending on consequences caused, such actions are interpreted by the judges as follows:

- Run incomplete due to collision – critical mistake;
- Leader forced to change the trajectory but continued the run – major or rough mistake;
- Contact did not affect the leader's trajectory or the technical condition of his car – minor mistake.

7.4.28. After the collision, the drift judges determine the party whose actions caused the collision. In situations, the damage caused to the vehicles require some time to repair. For such repair, time can be allocated (competition timeout); in this situation, the non-defaulting party does not spend the timeout provided by the regulations.

If the driver/drivers find themselves in a collision immediately after crossing the finish line and cannot move unassisted after, the drift judges may define the situation as uncontrolled finish and after determining the defaulting party award them 0 points.

If the contact is a result of mutual mistake of the leader and the chaser, it is defined as a racing incident (not affecting the score).

7.4.29. If during the heat runs, a collision occurring through the fault of one of the drivers causes such damage of the other driver that they are unable to continue competing, the winner of the heat is the driver suffering damage through the fault of another. The decision on finding one of the drivers guilty in the said situation is made by the drift judges.

7.4.30. The decision of the drift judges on declaring one of the drivers guilty of a collision/accident in the first run of the heat shall be announced before the second

run of the heat. *If the collision occurs during the second run, the decision is announced before the decision on the heat results is made.*

7.4.31. If as a result of the collision or another incident in the section from the burnout zone to the start line a driver's vehicle suffers damage through the fault of another person and as a result cannot take part in the qualifying or a tandem battle, the Race Director may transfer the run to the end of the start list or competition bracket.

7.4.32. *After the first run of the heat, the driver shall, without stops and tire burnout, move to the hot pit (or start zone if hot pit is not used at the event) strictly adhering to the traffic plan. A stop or failure to adhere to the traffic plan may be interpreted by the race director as a violation and therefore a loss in the heat. Tire burnout between two runs of the same heat is only allowed when instructed so the competition officials. Violations are subject to cash fine.*

7.4.33. *Between two runs of the same heat, any maintenance of the vehicle is allowed in the hot pit zone only. Any manipulations are allowed, with due regard to the following restrictions.*

In the hot pit zone, any manipulations on the wheels/tires and vehicle suspension are prohibited, except:

- removal/installation of the rear wheels as a swapping procedure (if swapping the tires is not prohibited by the competition regulations);*
- non-contact temperature/pressure measurement;*
- visual inspection;*
- tire cooling.*

7.4.34. *One (1) minute assigned for technical works is noted for both vehicles simultaneously at the moment any of the heat contenders crosses the hot pit borderline.*

After one minute expires, both drivers must leave the hot pit, i.e. cross the zone borderline and without stopping move to the start line in accordance with the traffic scheme. If a vehicle does not leave the hot pit zone, the driver is automatically considered to take a competition timeout or lost the heat (if the timeout has already been used). A stop or a failure to adhere to the traffic plan may be interpreted by the race director as a violation and cause a loss in the heat.

The Technical Scrutineer is entitled to keep a vehicle in the hot pit zone; in this situation, all works on the vehicle shall be stopped, and all team staff shall leave the hot pit zone.

7.4.35. *When technical problems on the vehicle occur through an accident or a technical failure during tandem runs, the following rules apply:*

- *If the technical failure/accident occurred before the first run of the heat started (the driver failed to arrive at the start line), and the vehicle is already in the pre-start assembly zone/start zone, the driver shall, following the command of the officials, leave the vehicle and proceed to a safe place. The vehicle is moved by the Organizer to the team's location as soon as technically possible.*
- *If the technical failure/accident occurs at any moment after the vehicle is setup for the start of the first run of the heat, and before crossing the hot pit / maintenance zone borderline between two runs of the heat, and the car failed to start/continue running, such a driver has a right to take a competition timeout in accordance with par.7.5, or announce technical failure. If the vehicle is still able to move, the driver must arrive at the hot pit or the maintenance zone on their own; otherwise, the evacuation is arranged by the Organizer. The evacuation time is neutral, i.e. is not included in the timeout period.*
- *If the technical failure/accident occurs after the vehicle leaves the hot pit, before the end of the heat, and the vehicle is unable to move, it is deemed to have lost the heat; as soon as technically possible, the vehicle is evacuated by the Organizer to the team's location. If the vehicle does not prevent further runs, the driver may get the Organizer's permission to remove it on their own.*
- *If the technical failure of a driver's vehicle is a consequence of the opponent's actions, such provisions apply with due regard to par. 7.4.27-7.4.31.*

7.4.36. Once per event, every driver may request their tandem battle to be rescheduled to the end of TOP-32, TOP-24, or TOP-16 competition bracket, by filing a respective request to the Chief Secretary or the Field Judge before the first heat of the round begins. In such a situation, the driver loses their right to a competition timeout.

If rescheduling is approved, the information on the changes in the competition bracket is published on the official information dashboard.

If heat rescheduling is approved for more than one tandem of drivers, they are moved to the end of the bracket in the same order they were initially arranged.

7.4.37. In tandem runs, absence of any car body elements (bumpers, trunk cover, hood, headlights, fenders, doors, windshield) is not allowed. If such elements are broken in the competition process and they are impossible to repair, the decision on vehicle admission to further runs is made by the Race Director based on the Technical Scrutineer's report.

7.4.38. During tandem battles, the headlights and reverse lights of the vehicle must be on.

7.4.39. Presence of unauthorized persons on board a vehicle is prohibited and causes expulsion from start.

7.5. COMPETITION TIMEOUT

7.5.1. In the event of any technical failures that occur during tandem battles, the driver may use a competition timeout to get them fixed. Intentional use of a competition timeout as a strategy may be interpreted as unsportsmanlike behavior. *Competition timeout may be requested only within the period from the moment the vehicle is setup on the start line in the first run of the heat until it leaves the hot pit/maintenance zone before the second run of the heat.*

If the driver takes a timeout before finish of the first run of the heat, they will be awarded 0 points for the first run.

7.5.2. The timeout duration shall not exceed 5 (five) minutes unless stipulated otherwise in the regulations. Every driver is entitled to only one competition timeout per event, unless stipulated otherwise in the regulations. The timeout may not be requested during practice sessions or qualifying runs.

7.5.3. After timeout is requested, no maintenance works on the vehicle are allowed until an official announces the beginning of the timeout countdown. The time from the moment of the timeout request until the moment the maintenance is allowed, shall be considered neutral (not incorporated in the timeout duration).

If a vehicle is towed/evacuated from the track, the countdown begins after the vehicle is installed on a hard surface, all transportation straps are detached, and the technical scrutineer makes sure the maintenance is safe to be done. If the technical scrutineer considers any technical works on the vehicle to be unsafe, the Race Director may not admit the vehicle to further competition.

7.5.4. After the timeout begins, all the maintenance works shall be terminated within the allocated time, and the vehicle must be ready to continue the competition. An official may request the vehicle to *be delayed in the maintenance zone for inspection* to make sure it is intact and safe after the timeout elapses. The driver who has not started moving out from the maintenance zone after the allocated time elapses, *or who fails to continue running after a stop on the way to the pre-start assembly zone*, shall be considered to have lost the heat.

7.5.5. Competition timeout may be requested only by a driver or a driver's representative. The timeout is allocated by the Race Director based on a report provided by the Technical Scrutineer or other competition officials. *The driver or the driver's representative may request the timeout only through the Field Judge or a Technical Scrutineer.*

7.5.6. Maintenance during competition timeout can only be done in the maintenance

zone specifically designated by the Organizer, or, in the absence of such zone, in the hot pit zone. *During timeout, any works on the vehicle are allowed.*

7.5.7. If at least one of the two drivers of the heat takes a timeout, the Race Director allocates both drivers some extra burnout time.

7.5.8. Using tires the Technical Scrutineer considers damaged in runs is not allowed. If the tire damage is caused by any reasons beyond the driver's control, the Race Director, upon receiving a report from the Technical Scrutineer, may allow this driver using not more than 5 minutes for tire replacement without spending the timeout time. If a tire is damaged through the fault of the driver, the tire can be only replaced at the expense of an unused competition timeout.

7.5.9. If one of the drivers replaces the tires and/or changes the tire pressure settings during the competition timeout, the other driver is granted a right to use maximum 5 minutes for the same operations only without spending their timeout.

7.5.10. One accredited media representative of the participant is allowed to approach the driver's vehicle to work with cameras or any other photo and video equipment during the hot pit and/or competition timeout. At the same time, they shall adhere to the same time limits as the rest of the team: 1 minute in hot pit and 5 minutes in competition timeout.

7.6. EMERGENCY RESPONSE

7.5.11. If any vehicle breaks down on the racing track during a competitive battle or a practice session, such a vehicle shall be immediately evacuated from the track not to hinder further competition.

7.5.12. It is strictly prohibited to drive racing vehicles in the direction opposite to the prescribed, unless allowed by the Race Director to remove the vehicle from a dangerous position.

7.5.13. The vehicle may be towed away from the track only by competition officials and only after it fully stops. Team members may come out on the track to assist only after an explicit permission is given by the Race Director. At the same time, no maintenance works on the vehicle are allowed to be done on the track; it is only allowed to assist immediate evacuation. In all the situations except fire, the driver must remain next to the vehicle to assist in the evacuation process.

7.5.14. When red flags are raised, all drivers shall immediately slow down, stop drifting and follow instructions of the officials.

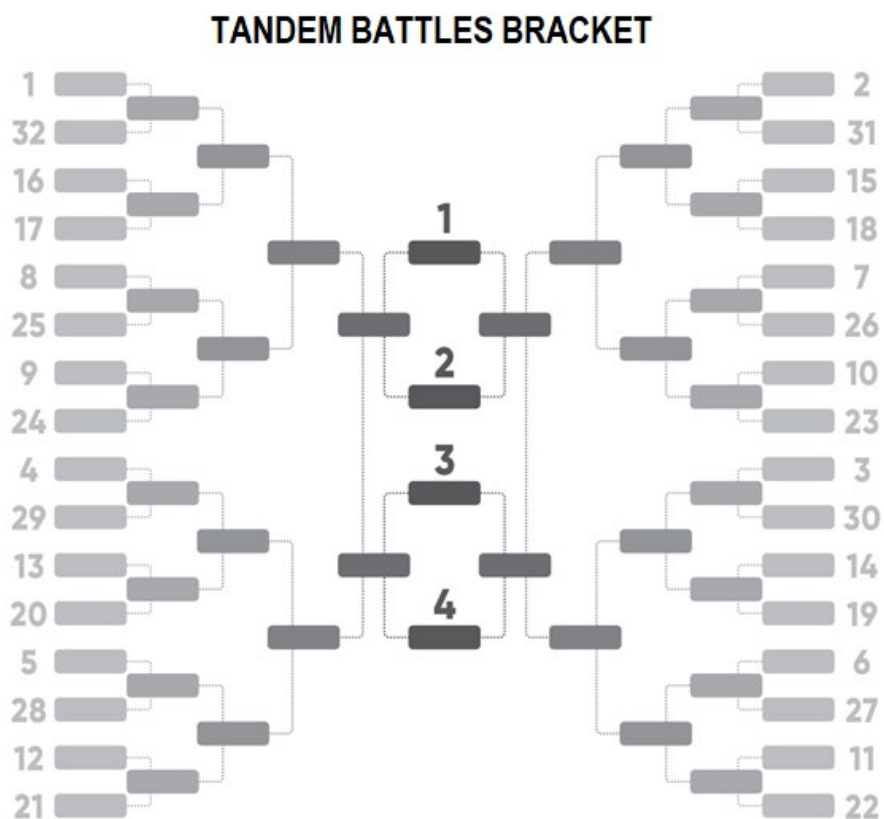
7.5.15. In the event of an emergency, the Race Director or the Doctor of the competition may offer the driver take a medical checkup or examination. In such a situation, the driver cannot return to the competition without the approval of the competition Doctor.

7.5.16. After a vehicle damage, the Technical Scrutineer may check the safety and readiness of the vehicle for further competition.

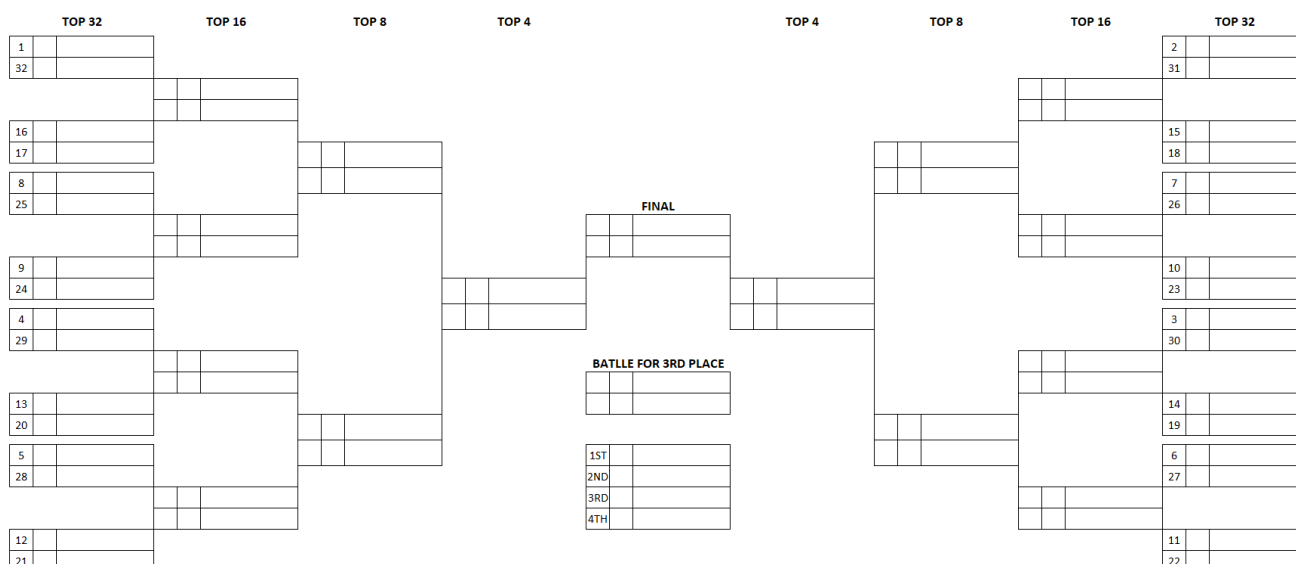
7.5.17. *If the accident caused any track facility damage, the competition may be suspended until all the track elements and facilities are brought back to the necessary safety level.*

Annex 1 Tandem runs arrangement systems

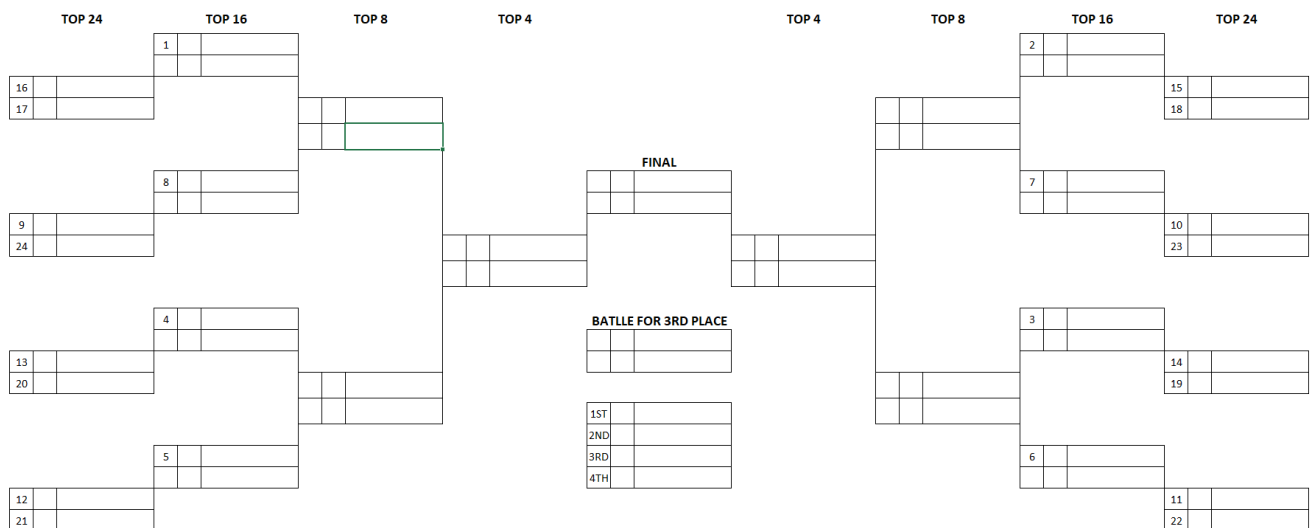
1. "Olympic system"



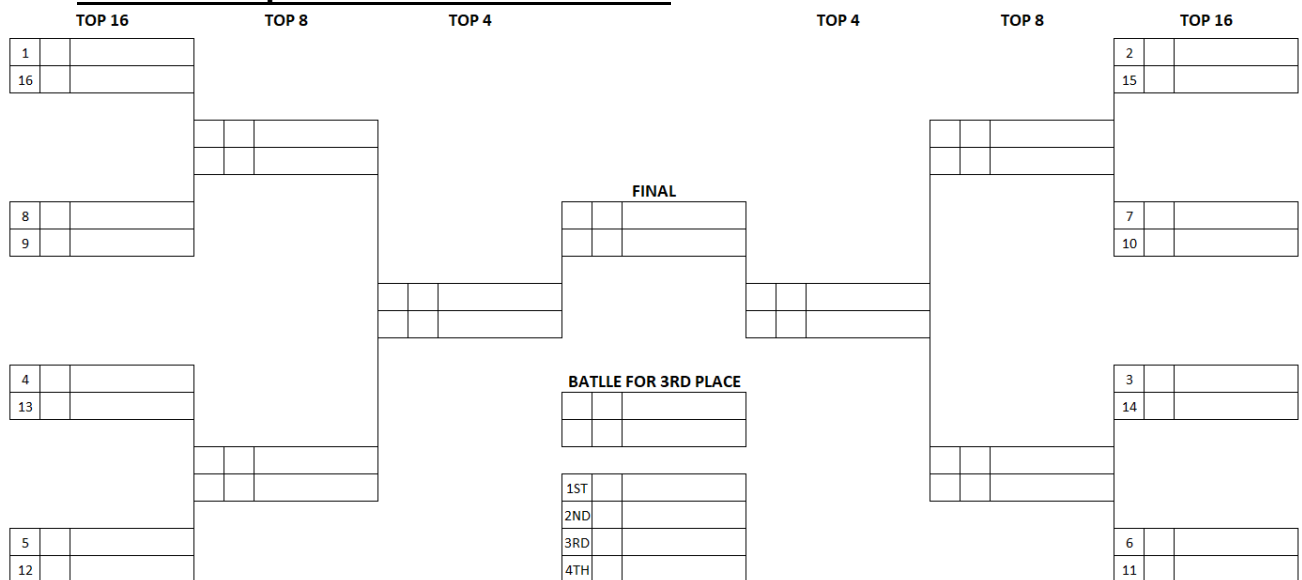
TOP 32 Competition bracket EXAMPLE



TOP 24 Competition bracket EXAMPLE

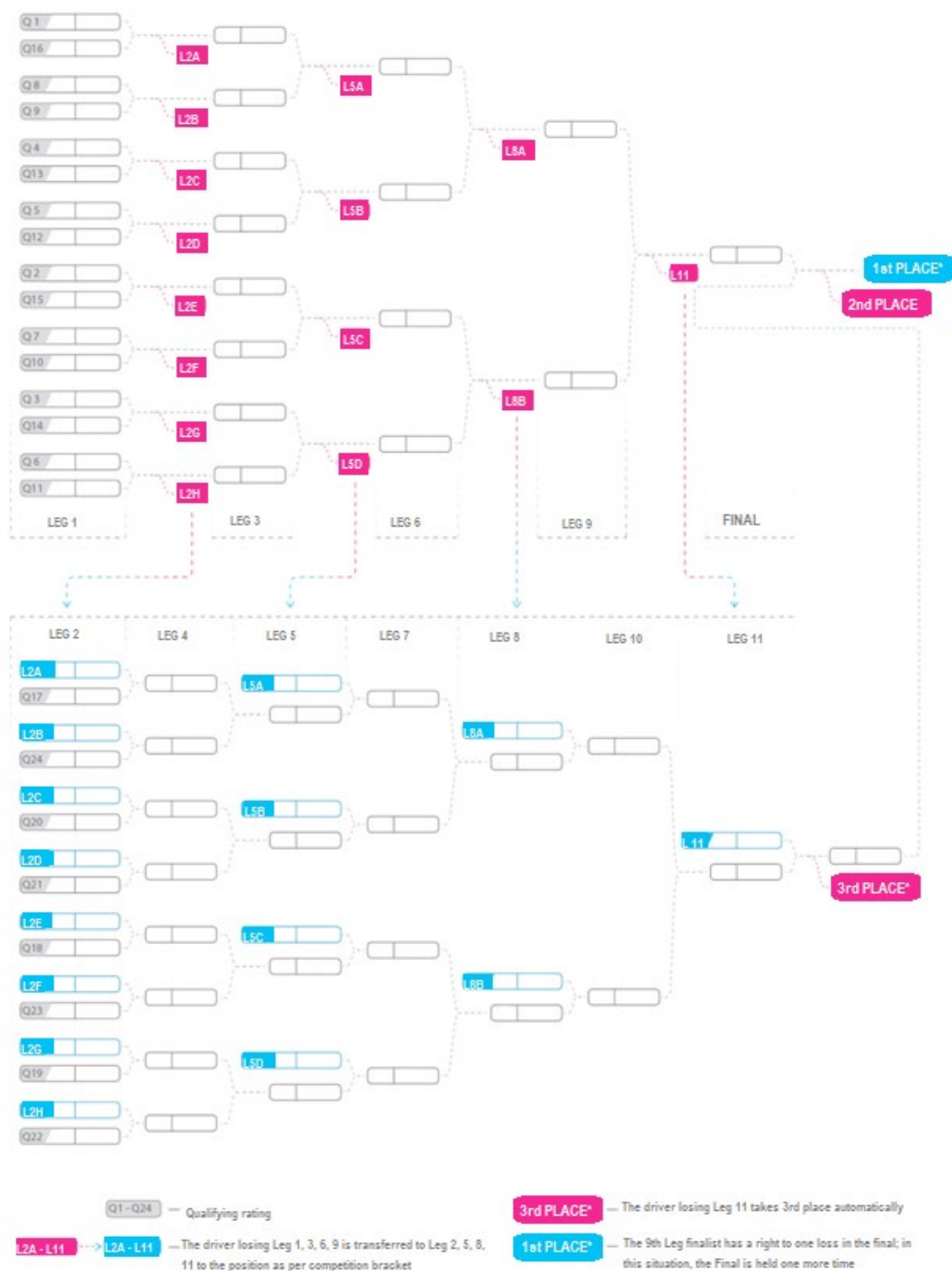


TOP 16 Competition bracket EXAMPLE



2. “Double Elimination”

TOP 24



Annex 2 Scoring table examples

QUALIFYING		TANDEM RUNS	
Rating	Score	Rating	Score
1st place	22	1st place	250
2nd place	19	2nd place	180
3rd place	17	3rd place	145
4th place	15	4th place	120
5th place	14	5th–8th places	70
6th place	13	9th–16th place (in TOP 32 bracket)	30
7th place	12	17-24 (in TOP 24 bracket)	10
8th place	11		
9th place	10		
10th place	9		
11th place	8		
12th place	7		
13th place	6		
14th place	5		
15th place	4		
16th place	3		
From 17th to 32nd place	2		
33rd place and below	1		

QUALIFYING		TANDEM RUNS	
RATING	SCORE	RATING	SCORE
1	25	1	210
2	21	2	185
3	19	3	160
4	17	4	135
5-6	12	TOP 8	110

7-8	9	TOP 16	80
9-12	6	TOP 32	40
13-16	4		
17-24	2		
25-32	1		

Annex 3 Penalization table

Published separately

Annex 4 Clothes in restricted access zones

1. General clothes and footwear requirements:
 - It is recommended to wear cotton clothes and stick to neat casual style.
 - It is allowed to wear branded clothes of the competition teams.
 - Wearing closed flat shoes fixed on the heel, that do not slip while walking or running, shall be preferred.
2. All persons accredited and authorized to enter restricted access zones, shall fulfil the minimum clothes requirements:
 - In Sport category zones (except for refueling zone and fuel and lubricants storage zone):
 - Trousers of strong dense texture cotton, closing the legs completely (no shorts allowed);
 - T-shirt/shirt/longsleeve/hoodie of dense texture fabric, closing the arm at least to the middle of the shoulder bone;
 - Closed footwear.
 - In the refueling zone and the fuel and lubricants storage zone:
 - Fire resistant suit;
 - Protective mask (balaclava) on the head;
 - Closed footwear.
 - In the Service and Participants category zones:

- Trousers of strong dense texture cotton or long shorts, covering the legs at least to the middle of the knee;
 - T-shirt/shirt/longsleeve/hoodie of dense texture fabric, closing the arm at least to the middle of the shoulder bone;
 - Closed footwear.
3. All accredited persons are not allowed to wear:
- Clothes with any branding or advertising of any other competitions, racing series, track days;
 - Beach clothes, including fancy and bright-colored prints;
 - Clothes of open mesh, semitransparent, transparent fabrics;
 - Dresses and skirts (in Sport category zones);
 - Open heel, open toe, high heel shoes (in Sport category zones).
4. Incompliance with the clothes and footwear requirements may cause annulment of passes to the restricted access zones.