

2022 FIA Motorsport Games: Drifting Cup – Sporting Regulations

INTRODUCTION	3
GENERAL INFORMATION	3

COMPETITION DIVISIONS

1. COMPETITION PARTICIPANTS	3
2. COMPETITION CATEGORY	3
3. ENTRY PROCEDURE	4
3.1 COMPETITOR APPLICATIONS	4
3.2 COMPETITOR NATIONALITY	4
3.3 COMPETITOR ELIGIBILITY	4
4. FIA MOTORSPORT GAMES: DRIFTING CUP TITLE	4
5. FIA MOTORSPORT GAMES	5

COMPETITION OFFICIALS

6. COMPETITION OFFICIALS	5
6.1 STEWARDS	5
6.2 CLERK OF THE COURSE AND/OR RACE DIRECTOR	6
6.3 EVENT SECRETARY	6
6.4 TECHNICAL DELEGATE AND/OR CHIEF SCRUTINEER	6
6.5 JUDGES	6
6.6 CHIEF MEDICAL OFFICER	7
6.7 COMPETITORS RELATIONS OFFICER	7

PENALTIES

7. PENALTIES	8
---------------------	----------

GENERAL PROVISIONS

8. GENERAL PROVISIONS	8
9. COMPETITION NUMBERS AND ADVERTISING ON CARS	8
9.1 COMPETITION NUMBERS	8
9.2 COMPETITION BRANDING	8
9.3 ADVERTISING ON CARS	9
10. SAFETY	9
10.1 GENERAL SAFETY	9
10.2 TRACK CONTROL	9
11. INSURANCE	10
11.1 EVENT INSURANCE	10
11.2 PERSONAL INSURANCE	10
12. SIGNALIZATION	10
13. ADMINISTRATIVE CHECK	10
14. SCRUTINEERING	11
14.1 GENERAL SCRUTINEERING PRACTICES AND REQUIREMENTS	11
14.2 TIRE RESTRICTIONS	11
14.3 NOISE RESTRICTIONS	12

COMPETITION

15.	BRIEFING	12
16.	PRACTICE	12
17.	COMPETITION	13
18.	STAGING AREA, START LINE AND FINISH LINE PROCEDURE	13
	18.1 STAGING AREA PROCEDURE	13
	18.2 START LINE PROCEDURE	14
	18.3 FINISH LINE PROCEDURE	14
19.	QUALIFICATION	15
	19.1 QUALIFYING FORMAT	15
	19.2 INITIATION DURING QUALIFYING	15
	19.3 QUALIFYING SCORING	16
	19.4 QUALIFYING JUDGING CRITERIA	16
	19.5 FORCE MAJEURE	19
20.	TANDEM BATTLES	19
	20.1 ELIMINATION FORMAT	19
	20.2 TANDEM JUDGING CRITERIA	20
	20.3 INCOMPLETE TANDEM RUNS	21
	20.4 PASSING	21
	20.5 TANDEM INITIATION PROCEDURE	22
	20.6 TANDEM COLLISIONS AND CONTACT	23
	20.7 CAR SERVICE DURING TANDEM	24
	20.8 TANDEM REPLAYS AND TELEMETRY	24
21.	COMPETITION TIMEOUT	24
22.	FINAL OVERALL CLASSIFICATION	25

PROTESTS AND APPEALS

23.	PROTEST	25
	23.1 FILING A PROTEST	25
	23.2 PROTEST FEE	25
	23.3 REVIEWING PROTESTS	25
24.	APPEALS	26

GENERAL CODE OF CONDUCT AND BEHAVIOR

25.	DISCLAIMER	27
26.	MEDIA ACCREDITATION	27
27.	CODE OF CONDUCT AND BEHAVIOR	27

APPENDIX 1 – BRACKET TEMPLATES	28
APPENDIX 2 – GLOSSARY OF TERMS	30
APPENDIX 3 – MINIMUM SPECIFICATIONS FOR NATIONAL CARS	33
APPENDIX 4 – GRAPHICAL CHARTER	34
APPENDIX 5 – VISA INFORMATION REQUIRED UNDER ARTs. 6 AND 11	35
APPENDIX 6 – 2022 FIA MSG: DRIFTING CUP – JUDGING CRITERIA	37

2022 FIA Motorsport Games: Drifting Cup – Sporting Regulations

INTRODUCTION

These Sporting Regulations have been drafted by the FIA Drifting Commission and follow the FIA Guidelines for Drifting Events. These Sporting Regulations are applicable only to the 2022 FIA Motorsport Games: Drifting Cup, organised by the FIA and SRO Motorsports Group.

The FIA Motorsport Games will take place at Circuit Paul Ricard, France, from the 26th to 30th October 2022.

GENERAL INFORMATION

This competition is organized in accordance with the FIA International Sporting Code (ISC) and the National Sporting Code of the ASN (FFSA) governing the competition.

The Organiser shall be responsible for conducting the competitions in accordance with the provisions set out in these Regulations.

Drifting is a scored competition in which cars compete by performing controlled slides of the rear-axle on a defined track (racetrack, closed road, or marked track); drivers should prevent the interruption of rear-axle slides of the car by spinning or straightening of the car (rear axle is following front axle). Only rear-axle drive cars can participate. Generally, each competition will comprise of three stages:

- Practice,
- Qualification (Solo Runs), and,
- Battles (Tandem Runs).

COMPETITION DIVISIONS

1. COMPETITION PARTICIPANTS

The competitor is always a driver with a car and possibly another registered person authorized to act on their behalf.

However, the team members must appoint a person to act as a team representative (Driver, Team manager, Spotter). The team acts solely through a team representative who officially represents the team, can protest and can opt out the team from the competition, or even from the championship. It is permitted to replace the team representative. If a team representative is replaced during the competition, it is the driver's responsibility to report the change to the event secretary. Replacement of the team representative is only affective following a formal notification of this change to the event secretary.

2. COMPETITION CATEGORY

This competition is restricted to cars in compliance with the following categories:

- FIA DC1 Specification Vehicles, adhering to Article 269 of Appendix J to the ISC, or,
- Vehicles complying with the regulations as set out in Appendix 3.

3. ENTRY PROCEDURE

3.1. COMPETITOR APPLICATIONS

Applications to compete in the FIA Motorsport Games: Drifting Cup must be submitted to the FIA via an ASN.

Competitors' registration will be opened by the FIA on **15th June 2022** and will close on **15th September 2022**. Applications must be made through the National ASN that the competitors wish to represent, and must include the Driver information, the Competitor and the Car they will take part with. Entries may only be submitted by ASNs through an online platform accessed via <https://www.fiamotorsportgames.com>.

The entry fee is €**1,000** per car.

There is no restriction on the number of cars that may take part in the competition, so long as there is no more than one car per nation.

The FIA entry list will be published at least 48 hours before the beginning of the Competition.

3.2 COMPETITOR NATIONALITY

A driver must carry the Passport of the country they are representing and have been selected by the ASN of that country.

Drivers are eligible to represent a nation who is not their current ASN so long as they hold the passport of the nation they are representing and start permission from their current ASN.

3.3 COMPETITOR ELIGIBILITY

All drivers, competitors and officials participating in the Cup must hold current and valid licences.

The minimum licence requirement for drivers is an FIA International Grade D1 (ITD1), along with an authorisation issued by their ASN in accordance with Article 3.9.4 of the ISC.

A driver must also be in possession of a current medical certificate of aptitude, included either on the competition licence or in an attached document.

4. FIA MOTORSPORT GAMES: DRIFTING CUP TITLE

The title of FIA Motorsport Games: Drifting Cup for Drivers will be awarded to the driver who has won the competition.

If requested by the FIA, the winning driver must be present at the annual FIA Prize-Giving ceremony. All competitors shall use their best endeavours to ensure that their driver attends as previously mentioned.

The FIA Motorsport Games: Drifting Cup will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

5. FIA MOTORSPORT GAMES

The award for the FIA Motorsport Games will be presented to the ASN who places first in the medal table across all disciplines of the FIA Motorsport Games.

Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table. The ASN with the most Gold medals will be the winner.

Should multiple ASNs have the same amount of Gold medals; the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead.

Following this, if there are still ASNs tied on Medals, the number of 4th, 5th, 6th (and so on) positions in the Final Classifications of each category will be taken into account in order to determine the rankings of the medal tables. Following this, if ASNs can still not be divided by their results, they will be classified in equal position and any prize shall be shared.

COMPETITION OFFICIALS

6. COMPETITION OFFICIALS

The competition officials are appointed by the organizer in consultation with the ASN and/or FIA. Officials must declare any conflicts of interests that may prejudice the performing of their roles.

All officials shall conduct themselves according to the highest standards of behaviour and failure to do so may result in loss of appointment for the event or revoking of their licence.

The following roles will be among those appointed and named in Appendix 5:

- Stewards,
- Clerk of the Course and/or Race Director,
- Event Secretary,
- Chief Scrutineer and/or Technical Delegate, and,
- Judges
- Chief Medical Officer
- Competition Relation Officer.

6.1. STEWARDS

The Stewards must be in close contact with the Clerk of the Course for the duration of the event in order to ensure the proper running of competition. The Stewards are appointed by the FIA and/or ASN under whose jurisdiction the competition is organised. The Stewards have the absolute power to ensure compliance with all appropriate regulations and procedures, and report only to the applicable courts.

The responsibilities of the Stewards will include (but are not limited to):

- Approving any changes to the event regulations through issuing a Bulletin,
- Considering any matter referred to them by the Clerk of the Course, Race Director, Judges or Chief Scrutineer and/or technical Delegate and imposing penalties, up to and including disqualification, as required,
- Postponing or suspending a competition in case of force majeure or serious safety reasons, on recommendation of the Clerk or the Course and/or Race Director,

- Approving any changes to the competition timetable, and,
- Approving the final classification of the competition.

6.2. CLERK OF THE COURSE AND/OR RACE DIRECTOR

The Clerk of the Course will be responsible for ensuring the competition is organised and run to a safe standard and in conformity with the competition regulations. If the event is a single round of a Series Cup or Championship, A Race Director may be appointed to work alongside the Clerk of the Course to ensure that similar standards and procedures are followed across all Series, Cup or Championship events.

Competitors must follow all instructions from the Clerk of the Course and/or Race Director.

The responsibilities of the Clerk of the Course and/or Race Director will include (but are not limited to):

- Ensuring that all officials and assets are in position and that the racetrack is safe and ready for competition,
- Liaising with the relevant local authorities to ensure a safe, regulated event, and,
- Keeping the competition on schedule according to the published timetable.

6.3. EVENT SECRETARY

The Event Secretary is responsible for all event documentation, including competitor information, ASN regulations and official classification. It is the responsibility of the Event Secretary to ensure that the event is permitted to take place by the local government, ASN and FIA, and that each competitor is permitted to take part.

6.4. CHIEF SCRUTINEER AND/OR TECHNICAL DELEGATE

The Chief Scrutineer examines the competition cars and the drivers' personal protective equipment, in order to ensure their conformity with the regulations.

A Technical Delegate may be appointed who will supervise and assist the work of the Chief Scrutineer and have full authority over the national scrutineers. If appointed, the Technical Delegate is responsible for all technical matters, including scrutineering.

The responsibilities of the Chief Scrutineer will include (but are not limited to):

- conducting checks prior to the start of the event on all entered cars to ensure that they are safe for competition in compliance with the appropriate Regulations and entered into the correct competition category,
- monitoring the condition, providing reports and advice on all cars involved in accidents, including assessing their suitability to resume competition activity, and,
- ensuring that all competitors correctly wear or use their required personal safety equipment, including gloves, boots, fireproof undergarments, race suit, helmet and Frontal Head Restraint, as required in the Regulations.

6.5. JUDGES

The judging panel consists of three judges, one of whom is appointed as Head Judge, specifically named in the Special Provisions for each Sporting Event. The Head Judge is responsible for the driver's assessment protocols and maintains communication with the Clerk of the Course, Race Director and Stewards throughout the event. During qualifying, the Judges

will independently assess each competitor's qualifying runs using individual criteria, which are then added together for a possible total of 100 points.

During the tandem battle portion of the competition, the judges will independently determine a winner by comparing the lead runs of both drivers, as well as the chase runs of both drivers during each battle. Judges can use video replays or any other measuring tools to help them reach a decision and are considered as a Judge of Fact. In the case of significant changes in the driving conditions, the Judges may recommend changes to the layout to the Clerk of the Course, for approval by the stewards.

The judging criteria for qualifying will be a combination of the following:

- Speed,
- Angle of drift,
- Line (line is designated by clipping points, outside zones and touch & go areas), and,
- Style.

The judging criteria for tandem competition are:

- Lead driver's line, angle and style,
- Chase driver's ability to mirror the lead driver's line, angle, speed and style, and,
- Chase driver's proximity to the lead driver.

Judges responsibilities shall include:

- Determining the course layout before the competition, in cooperation with the Clerk of the Course and/or Race Director,
- Providing exact feedback to the Competitors throughout the competition,
- Determining responsibility for any contact/incidents on track. Beyond this, if further action is required, the Judges can refer the matter for the consideration of the Stewards, and,
- Analysing specific complaints or queries.

6.6. CHIEF MEDICAL OFFICER

The Chief Medical Officer (CMO) must be a Medical Professional and approved by his ASN. he is responsible for the organisation of the medical service connected with all activities generated by the event. The Chief Medical Officer has overall control of the provision of medical services at the event, liaising directly with the Race Director/Clerk of the Course as appropriate.

The CMO is responsible for:

- Manage the organisation and administration of the medical services at the event, which includes the recruitment of appropriately trained and qualified medical personnel,
- Plan and coordinate the medical teams for the event, supervise their on-event deployment and take responsibility for medical decision making at the highest level.

6.7. COMPETITORS RELATIONS OFFICER

The Competitors Relations Officer (CRO) is the link between the Officials and the Competitors, but is independant of both. He is tasked in supporting the Competitors with any relevant information or assistance they may require.

The CRO is responsible for:

- Calling the drivers in the burn-out zone according to the start list,
- Deal with queries from Competitors but not Protests or Appeals,
- Communicate relevant information to the Competitor in instances where the driver is summoned by the Stewards of the event or the Clerk of the Course, and,
- Providing any relevant information to the competitors when any change in the regulations or any other issue that may affect them occurs.

PENALTIES

7. PENALTIES

Any violation of these regulations or the applicable Sporting Code may result in the competitor being referred to the Stewards, who have the right to investigate and penalise as required.

The following Penalties may be applied by the competition stewards:

- Reprimand,
- Fine, or,
- Disqualification.

Any fine must be paid by the deadline stated in the decision.

GENERAL PROVISIONS

8. GENERAL PROVISIONS

As per Article 14, it is within the rights of the Chief Scrutineer and/or the Technical Delegate to not permit a car to take part in a competition should it be deemed as unfit or dangerous. During the whole competition, the car must be in complete shape (including bumpers, bonnets, doors and other parts). Exception may be granted in the event of an accident, at the discretion of the Chief Scrutineer and/or Technical Delegate. No liquids may be leaking from the car.

9. COMPETITION NUMBERS AND ADVERTISING ON CARS

9.1. COMPETITION NUMBERS

The competitors shall have the right to select their starting number (ranging from 2 to 999) by making a request to the organisers when submitting their entry. Numbers will be assigned on a first come first served basis. #1 will be reserved for any reigning champion who may use that or select another (if available). If a request is not received from the competitor, their number will be assigned by the organisers.

Competitor numbers should be positioned as per the Graphical Charter in Appendix 4.

9.2. COMPETITION BRANDING

Placing any other labels or stickers on the front window, apart from any supplied by the organisers, is strictly forbidden.

All cars must display their national flags and country names in compliance with the Graphical Charter shown in Appendix 4.

9.3. ADVERTISING ON CARS

All advertising on cars should not obstruct the driver's vision.

All advertising displayed on cars must be in compliance with the FIA International Sporting Code and the respective National Sporting Code and applicable advertising laws of the host nation.

10. SAFETY

10.1. GENERAL SAFETY

Should any car have a technical failure on the track during a competition or practice, it must be removed from the track as quickly as possible so that its presence does not interfere with the competition.

It is strictly forbidden for drivers to drive in the opposite direction of the competition, unless it is approved by the Clerk of the Course and/or Race Director as necessary for the car to be removed from a dangerous position.

The car will be recovered from the track only by event officials and only after it has first come to a stop. Team members may be permitted to access the track and assist with the recovery only at the express permission of the Clerk of the Course and/or Race Director, however, they are not permitted to conduct repairs to the car on the track, only assist in the cars immediate removal. Except in case of fire, the driver should remain inside the car to assist with its recovery. During practice and competition, drivers may only use the designated track and must always observe the rules of the Track regarding driving behaviour.

In a collision, breakdown, or other incident on the track, the track marshals will display a red flags, which they can each deploy at their discretion when required. Should a red flag be displayed, the drivers must immediately slow down, stop drifting and proceed to the end of the track if safe to do so. In the event of a serious accident, the Clerk of the Course and/or Race Director or the Chief Medical Officer may instruct the driver to undergo a medical observation or examination. In this case, a driver may not re-join the competition until cleared to do so by the Chief Medical Officer.

The Clerk of the Course and/or Race Director may instruct a driver or his team to undergo an Anti-Alcohol test or a test for addictive substances at any point during the event.

Following an accident, the Chief Scrutineer and/or Technical Delegate may check a car to determine if it remains safe and fit for competition.

Refuelling of a car is only permitted in the designated refuelling area and must be performed with the utmost care. An additional team member equipped with a minimum 6kg handheld fire extinguisher must be present throughout the refuelling process.

10.2. TRACK CONTROL

The Clerk of the Course and/or Race Director and the Head Judge must inspect the course before the start of Practice and again before the start of both qualifying and the tandem battles begins.

It is the Clerk of the Course's responsibility to ensure that the track is safe and ready for competition.

11. INSURANCE

11.1. EVENT INSURANCE

The Organiser shall supply the information set out in Appendix 5, parts A and C hereto to the FIA no later than 30 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Event.

The Promoter of the Event must procure, 30 days before the event, documentary evidence proving that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance.

The Promoter must, 30 days before the Event, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.

Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

Sight of the policy must be available to the competitors on demand.

11.2. PERSONAL INSURANCE

Each competitor should have his or her own personal injury insurance suitable for motorsport. The Organisers are not financially responsible for damage to the car, medical costs of competitors, or damage or loss to any equipment or infrastructure, except in cases where it is the result of negligence on the side of the organisers.

12. SIGNALIZATION

In drifting, only two flags and/or light panels (if available) should be used to signal to drivers and officials on track:

- **Red flag** – cancellation of the run due to a hazard on track. Immediately decrease speed, continue to the finish area if safe to do so or stop on the track if requested to do so by an official.
- **Green flag** – used to indicate that the track is clear of obstacles and ready for competition.

Should a competitor ignore the instructions given by an official's flag or light panel, the Clerk of the Course may refer the matter to the Stewards.

13. ADMINISTRATIVE CHECK

Prior to the start of the competition, each Competitor must have provided the organiser with at least the following:

- their original Competition Driver's Licence, including a letter of authorisation for foreign events if they are competing abroad,
- their Team Licence, if appropriate,

- a completed Entry Form and evidence that they have paid the necessary Entry Fee for that Competition, and,
- any other specific documentation that has been requested by the Organiser, Host ASN or the FIA.

Failure to produce all the required documentation will result in the refusal to let the competitor take part in the competition and possible forfeiture of any paid fees, at the organiser's discretion.

14. SCRUTINEERING

14.1. GENERAL SCRUTINEERING PRACTICES AND REQUIREMENTS

At a time and place and in a manner determined by the Chief Scrutineer / Technical Delegate, and prior to the start of competition, all cars and driver safety equipment must undergo scrutineering.

Furthermore, every car remains subject to further technical inspections at any time before, during or after an event, at the time and in the place and manner directed by the Technical Delegate or the Stewards of the Event.

By entering the competition, the competitor certifies that:

- his or her car and personal protective equipment will remain in good condition and the same as stated on the Scrutineering check list throughout the entire event,
- the competitor will in fact use all safety and personal protective equipment noted on the Scrutineering check list and as required by the Regulations, and,
- the competitor will immediately notify the Technical Officials of the event in case of any deviation to the items/equipment stated on the Scrutineering check list.

Falsifying a Scrutineering check list or failing to comply with the Regulations may subject competitors to disciplinary action as determined by the Stewards, up to and including disqualification from the event.

If required, Technical Officials may at any time inspect, seal for inspection, download specific stored data and/or tear down a participant's car.

Failure to comply in full with any inspection request may subject competitors to disciplinary action as determined by the Stewards, up to and including disqualification from the event.

All determinations by Technical Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Technical Officials with determining, in their judgment, eligibility for participation at an event.

The technical inspection does not in any way change the fact that the competitor, the crewmembers, and the car owner are ultimately responsible for the safety and operation of the car and equipment.

14.2. TYRE RESTRICTIONS

The tyre width that may be used by a car during the competition will be determined by the weight of that car. During scrutineering, the weight of each car, in a fully assembled condition as if ready to start the competition, will be recorded and assigned to one of the below tiers. The driver must be in the car during weighing, wearing all required safety clothing/equipment.

Once a car weight has been recorded, the tyre width that it may use for the duration of the competition will be fixed as per the tiers in the below table:

Tier	Vehicle weight (kg)	Permitted Tire Width (mm)
1	Up to 954	235
2	955 – 1089	245
3	1090 – 1224	255
4	1225 – 1500	265

Periodic weight checks will be conducted by the Chief Scrutineer/Technical Delegate throughout the Competition and if a car is found to be weighing outside of the tier for which tyres it is using, will be reported to the Stewards.

There are no limits to how many tyres may be used in the competition, providing that all other Articles of these regulations are respected.

14.3. NOISE RESTRICTIONS

During competition, a maximum noise restriction of 103Db(A) applies at the 2022 MSG and will be strictly enforced:

- the noise restriction requirement will be enforced and will be checked by the Technical Officials,
- each competitor is responsible for their own compliance with these noise restrictions, and
- further noise restrictions apply, as per Article 27.

COMPETITION

15. BRIEFING

The briefing is to be held on schedule and conducted in the appropriate language. Only the driver, their team manager and spotter should have access to the briefings. Attendance throughout the briefing is mandatory for all drivers during briefings pertaining to qualification and battles. The Head Judge and/or Clerk of the Course will lead the briefings. During the briefing, the drivers will be informed of any changes to the event's program and/or any changes to the Supplementary Regulations. The judges will define the ideal line, in particular the placement of clipping points and clipping zones.

Any driver who fails to attend a briefing without prior permission and sufficient reason, will be referred to the Stewards and may be subject to penalisation.

16. PRACTICE

Drivers are allowed to start each practice session only when permitted to do so by the start marshal. The maximum number of cars on track (i.e. between the start line and the finish point) is four during practice. In the case of a track that returns upon itself, the maximum number of cars on the track at one time would be two during practice. Participation in practice is not compulsory.

After the start of the competition, it is strictly forbidden to practice on the track outside the time of official practice sessions, as determined by the event timetable. It is also strictly forbidden to practice

at other areas of the facility outside of the track during the competition period. Failure to adhere to these regulations will result in the competitor being referred to the Stewards.

At the discretion of the organiser, a system to control the number of lead runs and chase runs will be applied by the start marshal with the aim to provide equal number of lead runs and chase runs for each car.

17. COMPETITION

The competition track layout and specific judging criteria can be found under Appendix 6.

The bracket structure that will be followed will be determined by the number of entries received, but a minimum of a Top-16 bracket will be guaranteed.

If the Tandem Battle section of the competition cannot be completed for any reason, the qualification results will be used as the sole criterion for the overall driver ranking at that event.

18. STAGING AREA, START LINE AND FINISH LINE PROCEDURE

18.1. STAGING AREA PROCEDURE

Prior to the start of each run, the Clerk of the Course and/or Race Director will ensure that the track is ready and that all officials are ready for the beginning of the run.

18.1.1. BEFORE EACH QUALIFYING RUN

The steps to be followed in order to start a qualifying run are:

- Officials confirms to the Clerk of the course and /or Race director that they are ready for the next run;
- Clerk of the Course and/or Race Director declares that the track is ready for competition;
- Competitors Relation Officer (CRO) calls competitors to burn out zone.

If a Driver is not ready to come to the designated burnout area when called by the CRO, they will forfeit their place in the qualification running order. However, the Clerk of the Course and/or Race Director, at their own discretion, can decide whether or not to allocate the driver to another place in the running order.

18.1.2. BEFORE THE FIRST RUN OF A TANDEM BATTLES

The steps to be followed in order to start a tandem battle are:

- Officials confirms to the Clerk of the course and /or Race director that they are ready for the next battle;
- Clerk of the Course and/or Race Director declares that the track is ready for competition;
- Competitors Relation Officer (CRO) calls competitors to burn out zone. Competitor with higher qualification result to be called first.

If a Driver is not ready to come to the designated burnout area when called by the CRO due to necessary repairs to be carried out, the Competitor representative must declare the need for a Competition Timeout to the Chief Scrutineer or the Technical Delegate, in accordance with Article 21.

18.1.3. BETWEEN TANDEM BATTLE RUNS

After the first run of the battle, both Drivers must return to the start line immediately. When Drivers are at the start line, the same steps as outline in Article 18.1.2. must be followed in order to start the Second tandem.

If a Driver is not able to return to the start line immediately because necessary repairs must be carried out, the Competitor representative must declare the need for a Competition Timeout to the Chief Scrutineer or the Technical Delegate, in accordance with Article 21.

The second Driver must remain at the start line for the duration of his opponent's Competition Timeout.

18.2. START LINE PROCEDURE

The start line is located at the beginning of the course and may be marked by an Arch. It is the official starting point of each qualifying run and tandem battle. There will be a signal (either a light panel or a flag) that is shown by the start line Marshal, which signals when the car(s) can leave the start line. During both qualifying and tandem battles, there may be a cone chicane, as illustrated in Figure 1, which is designed to decrease the acceleration of the lead car, permitting the chase car to maintain proximity down the straight away leading up to the initiation point. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted, communicated either via a marshal or light panel posted trackside prior to the initiation point.

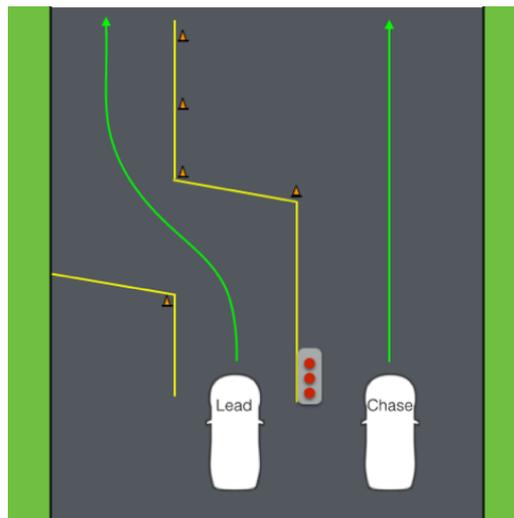


Figure 1

The lead car must start within two (2) seconds after the start marshal signals to do so, either through a flag or a light. If the lead car starts before the marshal signal, or after the two (2) seconds allowed, it will be noted by the Judges, and a restart may be ordered. Multiple such infractions possibly resulting in an incomplete being awarded for that run.

18.3. FINISH LINE PROCEDURE

While the finish line represent the end of the judged course, the Driver must exit the judged course in a controlled way. The Judges will assess the Driver's control of the car as it crosses the finish line. Should the Driver exit the judged course in an uncontrolled way, the Driver's run will be judged as incomplete.

19. QUALIFICATION

19.1. QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course. Running order will be ascending through Driver numbers, with the smallest number scheduled to go first. Depending on the number of competitors entered, the organisers may decide to distribute all entries across small groups. If so, the drivers in one group will complete both their qualifying runs before the competition proceeds to the following group.

If there is a technical defect on a car during the qualification, all results achieved up to the time of the defect are valid and scored. The driver is obliged to enter the qualification with the car in a condition in order to be able to pass the qualification run (tyres, petrol, etc.). The repair of technical defects during qualifying is permitted, but only in the interval between the qualification runs. Tyre changes and minor modifications/repairs between qualifying runs are permitted. The Driver must be prepared (dressed, fastened in the running car) for his qualifying runs at the moment when driver two places in front is starting (in the specified order). Driver is obliged to observe and follow the instructions of the start line marshal. If driver do not appear in time for the qualifying run, then he loses the qualifying round. The driver is obliged to continue in the competition with the same car he has qualified in. The best score of both qualification runs will be retained for the qualification classification.

19.2. INITIATION DURING QUALIFYING

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

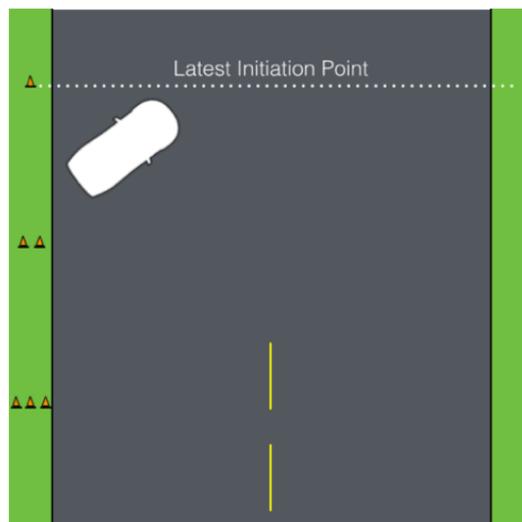


Figure 2

19.3. QUALIFYING SCORING

Qualifying scores will be awarded based on a combination of the four criteria below:

(allocated points are a recommendation):

- Line
- Angle
- Style (commitment and fluidity)
- Speed

Judge 1 will be responsible for awarding the points for Line for each car. Judge 2 will be responsible for awarding the points for Angle of each car. Judge 3 will be responsible for awarding the points for both Style and Speed for each car.

The allocation of points shall be set before the Judges before the start of each event and may vary from event to event, but must always total to a maximum possible score of 100. Speed can only be used as a scoring criteria when there is an accurate method of measuring speed available.

Exact scoring criteria to be detailed in Appendix 6.

19.4. QUALIFYING JUDGING CRITERIA

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

Driving at the high difficulty level described by the judges, the driver is showing their level of car control.

Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

19.4.1. LINE

Drivers will be judged on their ability to adhere to the line stipulated by the line judge during the driver's briefings. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be divided into by sectors (see Figure 3) at each track.

Line judge also gives deductions for wheels off the track:

One wheel off the track:	Two points deducted for each offence.
Two wheels off the track:	Five points deducted for each offence.
Three wheels off the track:	Ten points deducted for the first offence. If repeated during the same run, zero Line points will be awarded for that run.
Four wheel off the track:	Zero points

Further deduction examples:

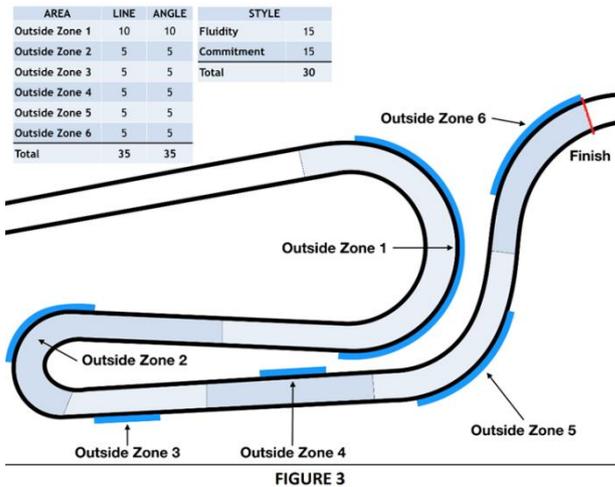
- Missing zones & clips
- Partially filling zones

19.4.2. ANGLE

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the angle judge during the driver’s briefings. Angle points will be divided into sectors (see Figure 3 as an example) at each track.

Deduction examples:

- Lack of angle
- Corrections
- Double initiation



19.4.3. STYLE AND SPEED

Style is separated into two components; Commitment and Fluidity. Speed can also be separated into two components; initiation speed and average speed throughout the run.

Commitment

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

Fluidity

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

Initiation Speed

- Half of speed points awarded for achieving the target initiation speed. This target is a minimum speed to be achieved to gain the initiation speed points. Drivers may go faster, but will not be awarded with additional points.

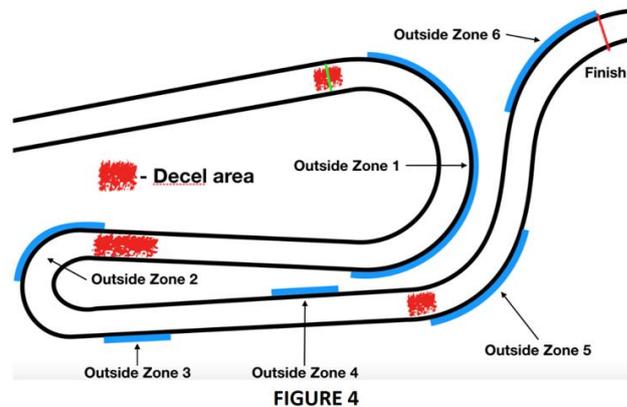
Average speed throughout the run

- Half of speed points awarded for achieving the target average speed throughout the run.
- Average speed will be measured from initiation to the finish line.

- When possible, average speed should only be calculated using telemetry from the car that can ensure the correct line was followed, and not simply from timekeeping between the Start and Finish of a run.

Deduction examples for Style or Speed:

- Off or partial throttle prior to initiation.
- Initiating beyond latest initiation point.
- Slowing outside deceleration zones (As per Figure 4, as an example).
- Timid approach to walls or course outlines.
- Slow rotations.
- Stepped rotations (controlling the steering wheel to add small amounts of angle at a time).
- Inaccurate rotations (achieving degree of angle, then adding or subtracting angle).



19.4.4. ZERO POINTS IN QUALIFICATION

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

- A spin of a car between the start and end of a scored section of a track,
- Leaving a scored area of the track by all four wheels,
- Not initiating drift,
- Stopping car before finish line,
- Major straightening,
- Opposite drift (Drifting with the opposite angle required at that point on course), or,
- Hood and/or doors opening during a run.

A Driver who will score two zero (0) points in qualification will not be permitted to participate to the battles.

19.4.5. QUALIFYING TIE BREAKER

In the event of equal scores in qualifying, the following steps will be applied in order to determine the final classification:

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

In the event that the above tie breakers are not enough to separate two drivers tied on the same score, further qualification runs may be ordered by the Clerk of the Course and/or Race Director in order to determine the qualifying classification.

19.5. FORCE MAJEURE

In the event that qualifying cannot be completed, such as due to a rain-out or other circumstances, qualifying order will be established from the results of each drivers first qualifying run only.

Should a complete cycle of first qualifying runs have not yet been completed, the Stewards may determine the best method to rank each car, but the event format should be adjusted to consider all cars as qualified, giving each the opportunity to advance to a Tandem Battle.

In the event of rain or weather that does not cause cancellation of qualifying, the Judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.

20. TANDEM BATTLES

Following qualifying, the main part of the Competition will follow a knock-out format during which two competitors compete in tandem, known as a Battle.

The driver is obliged to compete in each Tandem Battle with the same car he has qualified with.

20.1. ELIMINATION FORMAT

The qualified drivers are placed into a standard bracket based on their qualifying position, usually a Top 32, Top 24 or Top 16 (according to Appendix 1).

The tandem battles consist of two head-to-head runs per battle, with the winner advancing to the next level of the bracket. The higher qualifier in each Battle will always be lead car for the first run.

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

In the event of a tyre de-beading on the course, the car will not be permitted to continue with that tyre. Rear Tyre changes will not be permitted during Competition Timeout unless de-beading has occurred or rim/tyre damage due to a collision. Rear Tyres are required to make two consecutive runs. In the event that a front tyre has become damaged, the Clerk of the Course and/or Race Director may allow that car to change the damaged front tyre in order to conduct their run.

Any driver(s) deemed to not be at fault for a collision resulting in tyre de-beading / rim damage, will be able to conduct repairs in the course of the article 20.6.3.

A driver deemed to be at fault for a collision resulting in tyre de-beading / rim damage, will only be permitted to conduct repairs by requesting a Competition Time Out as per the Article 21.

The driver is obliged to arrive at the start area within the specified time limit. In the event that the driver does not appear for their run, that run will be launched without their participation and thus their participation in the battles ends.

20.2. TANDEM JUDGING CRITERIA

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

Unless stated otherwise by the event organisers, during the Semi- Finals, only 2 OMTs will be permitted, but during the Final and third place match (if applicable), there will be no limit to how many OMTs may be called.

In the event of two unrelated incompletes from both drivers on one of the runs, that battle can be decided on a run where both drivers were able to successfully complete their respective task. In this case the battle will be determined by a lead to chase evaluation, where judges will choose a winner of the battle

20.2.1. LEAD DRIVER GOALS

- a) Perform the equivalent of a 100 point qualifying run,
- b) Fill all zones while on the designated line while achieving a high rate of angle,
- c) Maintain momentum and only slow down if in a designated Deceleration zones, and,
- d) Perform a chaseable lead run.

A Chaseable lead run will have filled the zones, attained the inside clipping points and maintained a consistent speed and/or slowed/braked in the proper areas, giving the chase driver a reasonable opportunity to chase and mimic with good proximity. The leader has the right to choose the speed of the drift, which must correspond to the character of the track and previous runs in qualification and practice.

An Unchaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift. An unchaseable lead is always negative for the lead driver, but the degree to which judges apply judging penalties can/will be dictated by the actions that affects the chase driver.

20.2.2. CHASE DRIVER GOALS

- a) Initiate no later than the latest initiation point,
- b) Maintain close proximity to the lead driver with as much duration as possible,
- c) Match or better the lead drivers angle, and,
- d) Mimic the lead driver's transitions and line throughout the course.

The chase driver's goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the latest initiation point, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. A chase driver that does not establish and maintain proximity may be at a disadvantage.

20.2.3. DECEL MAP

The Decel Map (Figure 4, as an example) provides a graphical representation of the course where the judges would like to see the lead car on-throttle and off-throttle/braking. Lead runs that do not conform to the graphical representation of the course will receive deductions. The Decel Map will be used to ascertain fault in tandem collisions.

20.3. INCOMPLETE TANDEM RUNS

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

The following constitute an incomplete in tandem:

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

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

20.4. PASSING

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

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

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

20.5. TANDEM INITIATION PROCEDURE

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

The chase driver may follow either of the following two procedures for their initiation:

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

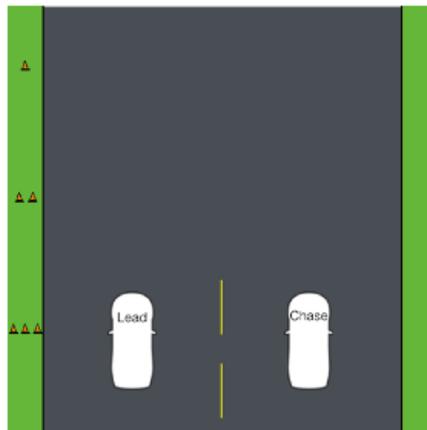


Figure 5

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

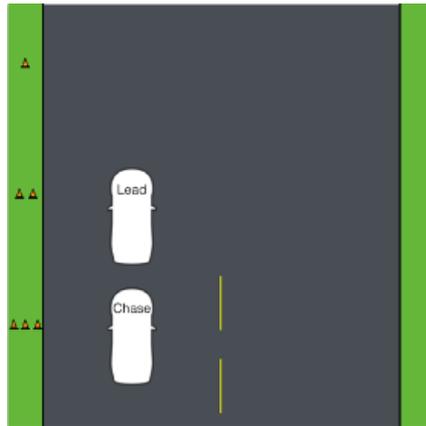


Figure 6

Violations of side by side or single file initiations may result in a restart or a point deduction from the judges. On some tracks the judges may decide to enforce only one initiation procedure. In such cases, this will be clearly communicated at the first drivers briefing.

20.6. TANDEM COLLISIONS AND CONTACT

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

20.6.1. LEAD CAR

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

20.6.2. CHASE CAR

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

20.6.3. DAMAGE DUE TO COLLISION

Once a collision has occurred, the Judges will ascertain fault. In some cases, damage sustained to the cars may require time to repair. Only the driver not at fault may request up to 10 minutes to repair their car.

20.6.4. RUN 1 COLLISIONS

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

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

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

20.6.5. RUN 2 COLLISIONS

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead car and the chase car wreck on the second run of the battle and are unable to continue due to excessive damage, with no driver deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of that battle. In case of even scoring, the winner of battle will be determined based on the higher qualifying position.

Should the cars have contact, which may or may have not affected either driver or may have not been either drivers fault, the Chief Scrutineer and/or Technical Delegate may need to inspect both cars for safety reasons and determine as to whether or not the car(s) remain safe and fit for continued competition.

In the above scenario, if the result leaves either driver with a tyre puncture or wheel damage, the Chief Scrutineer and/or Technical Delegate may request that both drivers change their tyres and/or wheels in order to ensure that one driver does not receive an advantage over the other driver.

20.7. CAR SERVICE DURING TANDEM

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

20.8. TANDEM REPLAYS AND TELEMETRY

When such technology is available, a video replay should be shown to the Judges after each battle run. An event's timetable should be created to accommodate this within its schedule.

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

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

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

21. COMPETITION TIMEOUT

To maintain safety in the competition, teams may request a Competition Timeout in order to perform any necessary repairs. Competition Timeout's are not to be used for strategic purposes.

A competition timeout will be fixed at five (5) minutes and each competitor can only request one (1) competition timeout per event, unless stated otherwise in the event regulations. A competition timeout may not be requested during the practice or qualifying sections of an event.

When a competition timeout is requested, no team member or driver may perform any repairs on the car until the start of the competition timeout is indicated by an official.

Once the competition timeout is started, all performed repairs must be completed within the allocated five (5) minutes and the car must be ready for competition at the end of the five (5) minutes. An official may request to inspect the car for compliance and safety after conclusion of the competition timeout. Competitors who fail to make the necessary repairs within the allocated five (5) minutes, will forfeit the run to the opposing driver.

Only the designated team representative will be permitted to request the Competition Timeout. The competition timeout can only be requested from the Chief Scrutineer or Technical Delegate, although in certain circumstances, the Clerk of the course and/or Race Director may grant a Competition Timeout after consulting with the Chief Scrutineer or Technical Delegate.

In the event that a de-beading or rim/tyre damage has occurred due to a collision, the Clerk of the course and/or Race Director may permit a tyre change after consulting with the Chief Scrutineer or Technical Delegate. Otherwise, no tyre changes will be permitted during a Competition Timeout and tyres are required to last for both battle runs.

Competition Timeouts are for car repairs, no tyre pressure or suspension setting adjustments etc. are permitted.

Competition Timeout repairs must be completed in the hot pit. Cars are not permitted to go to the main pit or paddock for a Competition Timeout, unless specifically noted otherwise in the drivers briefings.

22. FINAL OVERALL CLASSIFICATION

At the end of the Tandem Competition, the winner of the final battle will be ranked in first place of the overall Cup. The losing finalist will be ranked in second position.

If there is a specific battle for third place, the winner of that battle will be ranked in third place of the event, with the loser in fourth place. If there is no specific battle for third place, the two losing drivers from the round of four (Semi-Finals) will be assigned to third and fourth placed overall in accordance with who placed higher in the ranking of qualifying.

The four losing drivers from the round of eight (Quarterfinals) will be assigned from fifth to eighth places overall in accordance with who placed higher in the ranking of qualifying.

The same procedure will thus be assigned for all further Tandem battle rounds (Round of sixteen, round of thirty-two, etc.) to assign the final positions in the overall classification.

Those who failed to progress beyond qualifying will appear in the order that they were ranked in the qualifying classification.

Any driver who fails to record a score in qualifying should appear on the final classification as “Not Classified” (NC).

PROTESTS AND APPEALS

23. PROTEST

Protests are expected to be well founded, reasonable and based on sound evidence.

A protest against an entry, driver or a car's eligibility may be made at any time prior to publication of the final classification. Protests against telemetry and judges (who are considered as a Judge of Fact) decisions are not permitted.

External data or video are not permissible in the evaluation of a protest, except in cases when they have been requested by the Stewards.

23.1. FILING A PROTEST

Only the driver or Competitor Representative have the right to protest. Should a protest be made against multiple drivers, they must be filed and considered individually, unless the specific incident involved both at the same time.

Every protest shall be made in writing and must specify which part of the Sporting Regulations, Technical Regulations or applicable Sporting Code that is alleged to have been violated.

Protests must be in writing (in English) and signed, accompanied by the appropriate fee and submitted within the permitted timeframe to the Clerk of the Course or his representative. Failure to correctly adhere to these procedures will lead to the protest being denied.

23.2. PROTEST FEE

The Protest fee is €250 per occasion, unless specifically stated otherwise in the Competition Sporting Regulations.

23.3. REVIEWING PROTESTS

The Stewards will review all protests received and shall render a decision as soon as possible. At the end of an event, the podium ceremony will be permitted to proceed based on the provisional classification, regardless of whether there is still an ongoing Stewards enquiry that may affect the final classification.

If a protest is rejected, the protest fee will be forfeited.

If a party is not satisfied with the results of a Stewards Decision, they are reminded of their right to appeal to the applicable Court of Appeal.

24. APPEALS

Appeals shall be made in accordance with the applicable National Sporting Code or FIA International Sporting Code. Any appeal must be accompanied by a fee of €1000.

GENERAL CODE OF CONDUCT AND BEHAVIOR

25. DISCLAIMER

Participants in the sporting event and accredited persons, by participating in the event, waive all rights to claim from the Organizing Committee or its respective officials, in any way for damages incurred in connection with the sports event.

26. MEDIA ACCREDITATION

Competitors or other individuals who intend to take pictures in any form for commercial purposes during a sports event and wish to enter areas outside the generally accessible spectator's zones must register with the Organisers to obtain the appropriate accreditation. The accreditation granted sets out the safety rules of the accredited person's behaviour and clarifies the criteria for the use of photos and video material. In the application for accreditation, the applicant shall provide the necessary personal data and the specification of the medium for which the record is made. The organizer reserves the right to obtain copies of all material acquired during the duration of the competition as well as the right to use it. Violation of the accreditation conditions may result in the exclusion of the accredited person from the competition.

27. CODE OF CONDUCT AND BEHAVIOR

It is strictly forbidden to drive in the event paddock or service roads at speeds higher than 20km/h.

All Drivers are strictly bound by the Alcohol and Proscribed Substances policies of both their host nation and the applicable Sporting Codes. If a Driver is suspected of driving under the influence, he may be requested to perform appropriate tests. The organizer reserves the right to execute breath test of any competitor at any time without prior notice and at his own expense. Refusal to perform a breath test results in exclusion from the competition.

Any prescribed medicines used by the driver must be stated by the driver at the time of registration, and accompanied by a Therapeutic Use Exemption (TUE), if necessary.

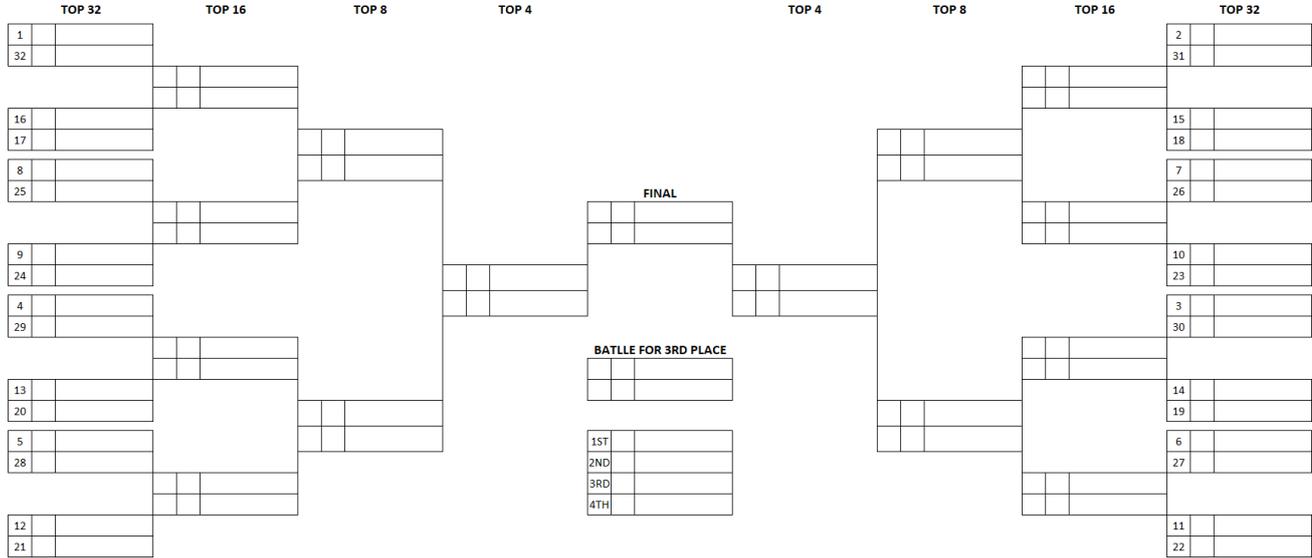
Between the hours of 22:00 and 07:00 during events, it is mandatory for all Competitors to respect noise restrictions.

The Code of Conduct is binding for all competitors during the competition, as well as any related promotional activities before or after the event. The driver is responsible for the behaviour and actions of all team personnel and guests.

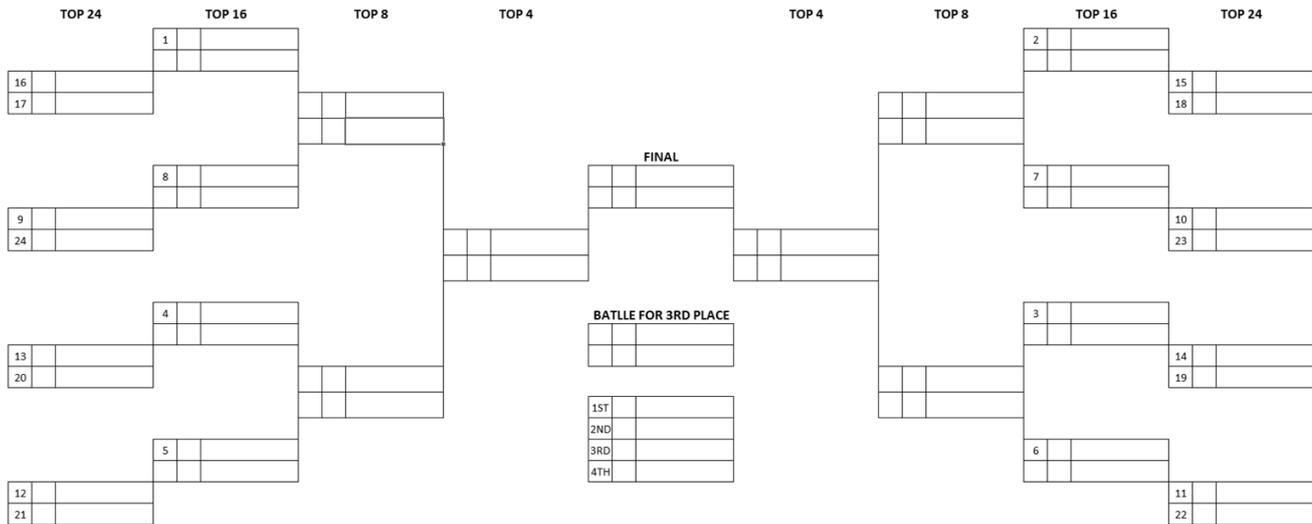
Failure to adhere to any of these rules will result in the Competitor being reported to the Stewards, and possibly sanctioned.

APPENDIX 1 – BRACKET TEMPLATES

TOP32 Bracket



TOP 24 Bracket



APPENDIX 2 – GLOSSARY OF TERMS

Angle	The difference between the course direction and the direction in which the car is pointing.
Bobble	When a car is in a sustained drift and there is a slight loss or increase in angle, followed quickly by a return to the initial position.
Briefing	A time when all of the drivers competing in an event must convene at one location to receive vital safety, competition, judging and scheduling information pertinent to the event in question. Briefings are mandatory and must be attended by the driver and one team member, with the driver being fully suited.
Burn-out zone	A designated safe area near to the start line where the drivers are allowed to warm-up their tires by spinning its wheels.
Bye Run	A Bye Run is a non-judged qualifying run to prove that the mechanical condition of the car is ready for competition.
Chaseable Lead	<p>A chaseable lead run is a run that gives the chase driver a fair chance to fulfil their responsibilities. A chaseable lead involves the following:</p> <ol style="list-style-type: none"> 1. The lead driver maintains the dictated pace throughout the course. 2. The lead driver generally adheres to the Decel map, 3. The lead driver fills the majority of the outside zones and hits the inside clipping points. 4. The lead driver dictates and expresses control throughout the entire course. <p>Please note that a chaseable lead is not only required in tandem competition, but also during each driver’s qualifying runs. Failing to do the aforementioned may result in judging penalties.</p>
Chaser	The car that follows at the beginning of a tandem battle.
Chicane	Is an offset in the lead car’s lane outlined with cones to make it visible to all drivers. The chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation.
Collision	Is defined as when a car touches another car and/or part of the course and is interrupted in line and angle.
Commitment	How consistent a driver can be while negotiating the course in terms of throttle application, maintaining pace and using momentum to fill outside zones and touch & go areas. Commitment also refers to the level of confidence and dedication displayed by the driver when approaching course edges and course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.
Contact	Is defined as when a car touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle.
Correction	When a driver uses the hand brake to adjust the angle or the line of their car when either are poor.
Drifting	Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the car around a course marked by clipping points, clipping zones and touch & go areas. Judges dictate the desired line throughout the course, highlight specific areas of importance and determine the score each driver earns as they attempt to qualify for the main competition. Once drivers have earned their position in the competition bracket, drivers compete against each other two at a time on the same course. Judges determine the winner and which driver moves onto the next bracket.
Fluidity	Refers to the rotation of the car on its own axis during initiation and transitions between turns. Ideally the rotations should be quick, smooth and accurate. Once at angle, the car should remain settled and in control until the next transition.

Hot Pit	A Hot pit is a designated area near to the startline where work may be carried out on cars during the Battle section of a competition.
Initiation	The act of breaking rear wheel traction while increasing the angle of the car in relation to its direction of travel, while adding counter-steer to maintain the angle attained. Techniques include clutch kicking, pulling the hand brake, weight transfer, and a combination of two or more of these techniques.
Inside Clipping Point	A point on the course, generally on the inside of a corner, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to pass by the cone with their front bumper as closely as possible to receive a score from the line judge, while the angle judge will score each car's angle as it passes by each of the clipping points on-course.
Judges	There are 3 Judges per event. Each judge is responsible for one aspect of the judging criteria (line, angle or style) during qualifying; these responsibilities rotate among the 3 judges throughout the season. The judges are responsible for relaying the desired line, angle and style requirements to the drivers during the driver's briefings, which they then use to dissect each qualifying run. During tandem battles, they watch both lead and chase drivers compete against one another to determine a winner.
Latest initiation point	Is the point at which the car must be sideways. It is marked by single standing cone in the "3, 2, 1" cone sequence.
Lead	The car that is leading at the beginning of a tandem battle.
Line	The ideal trajectory to be driven by the competitors throughout the course as described by the judges during the driver's briefings. The ideal line will be indicated with clipping points, clipping zones and touch & go areas throughout the course.
One More Time (OMT)	Occurs due to lack of a majority vote from the judges. The tandem battle that received the OMT vote from the must run the tandem battle again until the result is a majority vote decision. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.
Opposite Drift	When a car attains angle in the opposite direction of what is stipulated for that area of the course.
Outside Zone	An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and is used as a reference for both the line and angle judges to judge car in their respective criteria. Drivers are required to place the rear of their vehicle in between the cones for the length of the zone while in drift to receive a score from the line judge, while the angle judge will score each car's angle as it passes by each of the clipping zones on- course.
Pass	When a chase vehicle goes by a lead car during a tandem battle. A pass is only considered legal if it was performed at a clipping point, the lead car was offline and if the chase car.
Transition	The act of rotating a car from a high degree of angle in one direction to a high degree of angle in the opposite direction without stopping the rotation at any point in between.
Unchaseable Lead	<p>An unchaseable lead run does not give the chase driver a fair chance to fulfil their responsibilities. An unchaseable lead run may involve some or all the following:</p> <ol style="list-style-type: none"> 1. The lead driver varies pace unpredictably or not as described on the course. 2. The lead driver does not adhere to the Decel map, whether due to driver error or car malfunction or trying to get away from the chase driver by cheating one or more of the lead driver responsibilities. 3. The lead driver missing the majority of the outside zones and/or inside clipping points. 4. The lead driver is out of control or erratic throughout the course. <p>Please note that a run can be deemed "unchaseable" in qualifying just as it can in tandem competition.</p>

	<p>Additionally, an Unchaseable lead can be more consequential to a lead driver in tandem if the chase driver is within relative proximity and affects (or seemingly affects) the chase driver.</p> <p>An Unchaseable lead is always a negative for the lead driver, but the degree to which the judges apply judging penalties can be/or will be dictated by the actions that affect the chase driver</p>
--	--

APPENDIX 3 – MINIMUM SPECIFICATIONS FOR NATIONAL CARS



FEDERATION
INTERNATIONALE
DE L'AUTOMOBILE
WWW.FIA.COM

Appendix 3: FIA Motorsport Games 2022 Technical Regulations Drift Category

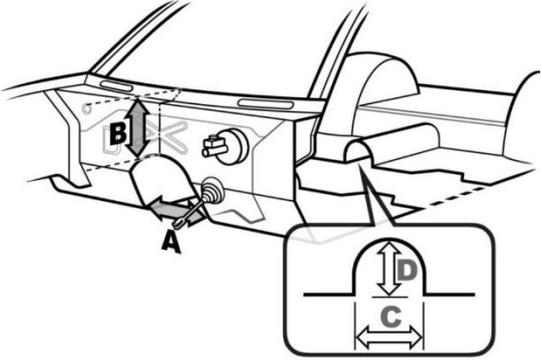


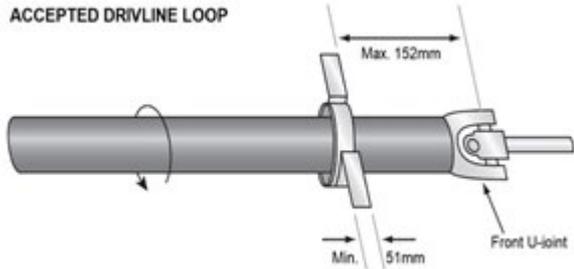
Chapter	Regulations
1 – GENERAL	
01-2	<p>Eligible Vehicles: Eligible Vehicles must be considered a “production Vehicle” and have had a minimum build run of 500 units. Eligible body styles include: coupe, sedan, station wagon, convertible and must have no more than 5 doors. Vehicles must maintain the original OEM unibody/chassis and / or frame structure between the OEM front and rear suspension mounting points. Vehicles that do not meet the above eligibility criteria must be accepted by the FIA Drift Commission and the FIA Technical Department.</p>
03-1	AUTHORISED MODIFICATIONS AND ADDITIONS
03-2	These regulations are written in terms of authorisation; therefore, what is not expressly authorised hereinafter is prohibited.
2 – DIMENSIONS, WEIGHT, BALLAST	
201-1	MINIMUM WEIGHT
201-2	950 kg
201-3	MAXIMUM WEIGHT
201-4	1500 kg
202-1	BALLAST
202-2	Ballast permitted. Maximum allowable ballast 25 kg. Ballast must only serve the unique purpose of adding weight to the Vehicle. Ballast must only be mounted between front and rear axle. Ballast Blocks must weight no less than 5 kg each and cannot be made of liquid or any type of pellets or granulated material. Ballast must be securely fastened with a minimum of two (2) 8mm – 8.8 Grade bolts per 5 kg, attached to the Chassis. No weight shifting devices are allowed including but not limited to hydraulic, pneumatic or electronic devices.
3 – ENGINE	
301-1	ENGINE
301-2	Only one internal-combustion automotive-type engine permitted. Engine substitutions and modifications are free but may only run on petrol or ethanol blends. Electric and Hybrid powered systems are eligible for competition with prior written approval from the FIA Technical Department.
301-3	FLYWHEEL
301-4	The use of cast iron flywheels is prohibited. The use of flywheels certified for Motorsport is recommended.
301-5	FLYWHEEL SHIELD
	See Chapter 604-1
302-1	TURBOCHARGER
302-2	Any kind of automotive Turbocharger(s) permitted. Maximum two (2) Turbochargers permitted. Turbocharger(s) must remain unaltered in manufacturer condition. Wastegate dump tube may vent externally of the exhaust system. Wastegate dump tubes are restricted from exiting either side of the vehicle.
303-1	SUPERCHARGER / CENTRIFUGAL-CHARGER
303-2	Any kind of automotive Supercharger or Centrifugal-charger permitted. Supercharger or Centrifugal-charger must remain unaltered in manufacturer condition. Manufacturer Overdrive limits apply.
304-1	NITROUS OXIDE
304-2	<p>If the use of Nitrous Oxide is permitted, it must be commercially available. Maximum one Nitrous bottle limited to 20lbs. permitted. If installed in driver compartment, bottle must be equipped with a relief valve and vented outside of driver’s compartment. The Bottle must be stamped with a CE or DOT marking, must have a minimum 124 bar rating and must be securely mounted by a minimum of 2 screw-locked metallic straps (no hose clamps or tie wraps). Anti-torpedo tabs are required. The hoses from the bottle to the solenoid must be high pressure, steel braided or FIA accepted. A Hobbs switch or an equivalent system is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of the bottle is prohibited. All vehicles using a bottle of nitrous oxide must bear a sticker according to Drawing 304-3. The sticker must be clearly visible and will be located in a place which is unlikely to be damaged in the event of an accident and which is near to the competition number. The legal requirements of the hosting country concerning the use and handling of Nitrous Oxide must be obeyed at all times.</p>

304-3	 <p style="text-align: center;">304-3</p>
305-1	FUEL - FUEL SYSTEM
305-2	Unleaded Racing fuel, max. 85% ethanol permitted. The use of Diesel, Natural Gas, Methanol or Propane is prohibited.
305-3	FUEL SYSTEM - LOCATION
305-4	All fuel cells, tanks, pumps, valves, etc. must be separated from the Drivers compartment by a fireproof and liquid-proof bulkhead, made of minimum 0.6mm steel or 0.8mm aluminium and within the confines of the Vehicles structure. Fuel-distribution blocks and fuel-pressure gauge isolators must be located at least 150mm forward of the flywheel area. Only Fuel pressure isolators, with steel braided lines, may be mounted on firewall.
305-5	FUEL CELL / FUEL TANK
305-6	<p>The use of the unaltered OE fuel tank in it's original location is permitted. If used, fuel cell must be build to Motorsport standard. Fuel cell meeting FIA Standard FT3, FT3.5, FT5-1999 recommended. Only one fuel cell permitted. Fuel tank or fuel cell must be vented to outside of the body. The fuel tank or fuel cell, the filling and ventilation systems must be separated from the Drivers compartment by a fireproof and liquid-proof bulkhead, made of minimum 0.6mm steel or 0.8mm aluminium. Fuel tank or fuel cell must have a positive-lock cap, must be securely mounted and be inside of the Vehicles structure. Floor pan may be modified to accomadate Fuel cell and or fuel lines. Artificial cooling or heating systems (i.e. cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. Pressurized refueling is prohibited. The ventilation line of the fuel cell as far as the valves described below must be fitted with a system complying with the following conditions:</p> <ul style="list-style-type: none"> • Gravity activated roll-over valve • Float chamber ventilation valve • Blow-off valve with a maximum over pressure of 200 mbar, working when the float chamber ventilation valve is closed (see also Appendix J Art. 253-14 of the International Sporting Code).
305-7	FUEL LINES
305-8	All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel or nylon braided and be fitted with AN hose ends (see Appendix J Art. 253-3 of the International Sporting Code).
305-9	FUEL PUMP
305-10	Vehicles with a non-OEM-type mechanical fuel pump must have a mechanical quick-action fuel shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburettor and/or injectors. Fuel recirculation systems not part of the normal fuel/pump system prohibited. All electric fuel pumps must only operate when the engine is running, except during the starting process. (see also Appendix J Art. 253-3 of the International Sporting Code)
306-1	INDUCTION
306-2	Any induction permitted. Electronic fuel injection may monitor engine functions only. Open-loop systems permitted on production Vehicles as equipped with OEM electronic fuel injection. Utilization of vehicle performance criteria, wheel speed, prop shaft speed, vehicle acceleration, etc. by fuel-injection system prohibited.
307-1	LIQUID OVERFLOW
307-2	Catch-can mandatory for coolant overflow, 1ltr. minimum capacity required. Must be placed outside Drivers compartment. The use of an OE expansion tank in lieu of catch-can is permitted.
308-1	EXHAUST SYSTEM
	Exhaust system modifications permitted. Exhaust must exit behind the rear axle and must be directed away from any fuel system components. Noise restrictions may apply, see Event Regulations. Turbo - Wastegate dump tubes are restricted from exiting either side of the vehicle.

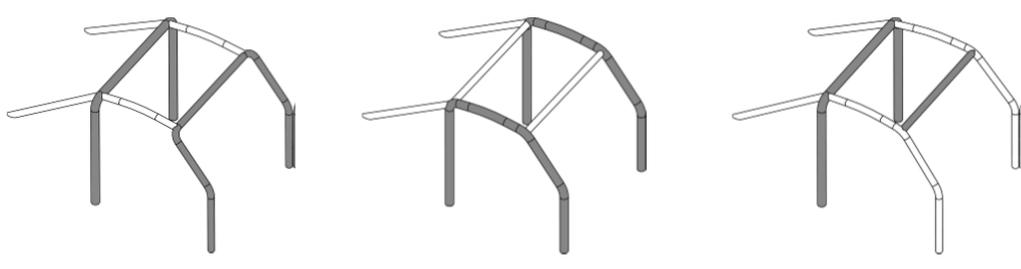
4 – UNIBODY / CHASSIS

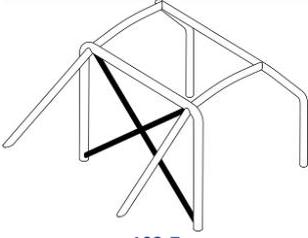
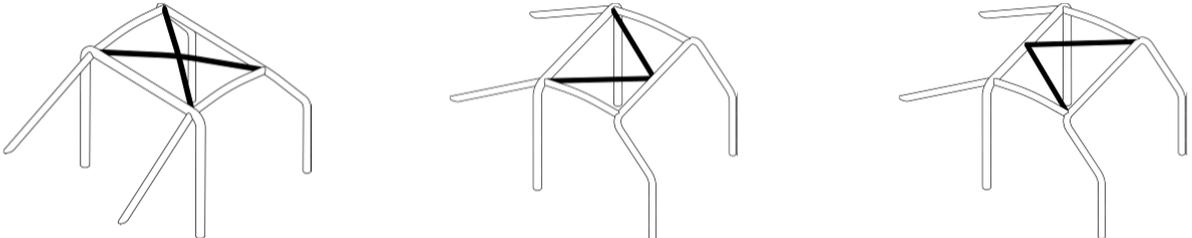
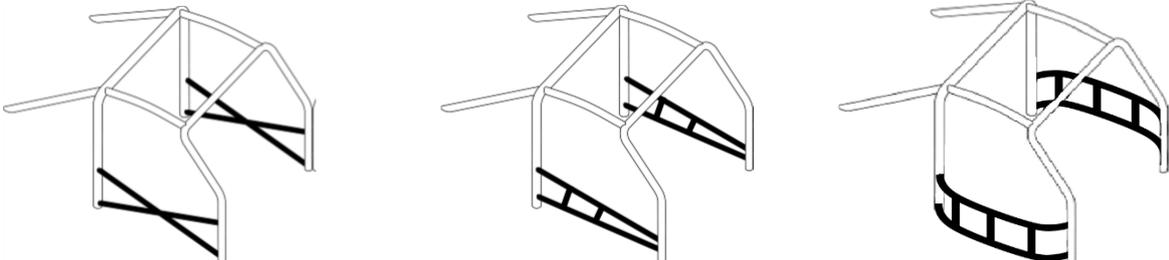
<p>401-1</p> <p>401-2</p>	<p>UNIBODY - CHASSIS MODIFICATIONS</p> <p>The original OEM floor pan, frame and or unibody – chassis must remain structural unmodified in the area between the vertical planes created by the original forward most and rearward most suspension point or sub frame mounting point in accordance with Drawing 402-1.</p> <p>The original OEM floor pan, frame and/or unibody must remain structural unmodified in the area between the horizontal planes created by the original floor pan at the lowest horizontal plane to the roof at its highest horizontal plane.</p> <p>Exemptions to this Chapter are:</p> <ul style="list-style-type: none"> • Transmission tunnel • Firewall dimensions (see Chapter 406-3) • alterations to accommodate a Fuel cell • brackets for Seat mounting <p>Items in the unmodified area that are allowed to be removed can include original rear window parcel shelf, mounts for unused OEM steering columns, unused OEM windshield wiper mounts. It is permitted to replace the exterior roof panel with a composite panel. No other structural modifications to the chassis permitted except those noted in the FIA Technical Passport and approved by the FIA Technical Delegate.</p> <div style="text-align: center;"> <p>402-1</p> </div>
<p>403-1</p>	<p>BUMPER FRAME</p>
<p>403-2</p>	<p>All Vehicles must be equipped with front and rear bumper frames unless OEM Bumper incl. OEM Bumper frame/support is used and attached at the OEM attachment points.</p> <p>Bumper frames must be constructed of min. 25mm to max. 44mm od. Steel tubing with a wall thickness of min. 1.6mm to max. 3.2mm. All bumper frame tubing must remain hollow. Bumper frames must be fastened to the Vehicle with a minimum of four (4) 10mm fasteners/bolts per side (minimum Grade 8.8) or welded to prevent the bumper frame from being dislodged from the Vehicle. Bumper frames must be rounded off or capped off to prevent becoming locked or piercing another Vehicle. Bumper frames must at minimum span the width of the front and rear frame rails. Tubing must not be exposed and must remain behind the bumper covers with maximum clearance of 50mm between the bumper cover and the bumper frame itself. Bumper must be fixed, the use of shock absorbers, dampers, springs, pivots and slip joints is not permitted unless OEM. Bumper frames must remain in the confines of the body lines and body work without additional covers or body work extensions in order to do so. Vehicles that do not meet the above bumper Frame requirements, must be approved and accepted by the FIA Technical Delegate.</p>
<p>404-1</p>	<p>AIR JACKS / LIFTING DEVICE</p>
<p>404-2</p>	<p>Air Jacks and/or other automated lifting devices are prohibited.</p>

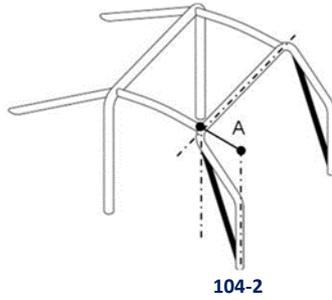
405-1	TOWING EYE
405-2	All Vehicles must be equipped with a rear and front towing-eye which is capable of sustaining a minimum 1.5 times of the Vehicle gross weight. The towing eye must not protrude more than 75mm out of the silhouette of the bodywork if made of metal. It must be clearly visible and painted in yellow, red or orange or must be indicated on the bodywork.
406-1	FIREWALL
406-2	A Firewall is mandatory. Firewall must be constructed of minimum 0.8mm Steel or 1.5mm Aluminium. Any holes in the firewall must be of the minimum size for the passage of controls and/or wires and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the Drivers compartment.
406-3	FIREWALL / TRANSMISSION TUNNEL MODIFICATIONS
	Firewall and Transmission Tunnel modifications permitted as per Drawing 406-4. The taper length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft tunnel may be no longer than 915 mm.
	<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 20px;"> <p>A = max. 457mm B = min. 254mm C = max. 254mm D = max. 254mm</p> </div>  </div> <p style="text-align: center;">406-4</p>
406-5	All modifications to the firewall and transmission/drive shaft tunnel must be carried out using min. 0.8mm steel or 1.5mm aluminium.
5 – BODYWORK	
501-1	BODYWORK GENERAL
501-2	Aftermarket body panels, front and / or rear fascia's, side skirts and wings are permitted. All additional body panels must be securely fastened and must correspond with the OEM Body shape. One-piece front end (flip - front) prohibited.
502-1	BUMPER COVERS
502-2	The bumper covers (front & rear) must cover the structure of the bumper frame. The bumper covers must be attached at a minimum of four points to the Bodywork or Chassis. The use of cable ties for attachment purpose is permitted. The Vehicle must be equipped with both (front & rear) bumpers prior to the start of the event.
503-1	DOORS
503-2	Driver side and Passenger Side Door mandatory, may be made from composite material. The Inside and outside door latch / lock mechanism must be operable in all circumstances and clearly visible on both, the driver and passenger side. OEM unmodified Door hinge and Door latch mandatory.
504-1	MIRRORS
504-2	External Driver and passenger side mirror mandatory. (see Appendix J Art. 253-9 of the International Sporting Code)
505-1	WINGS
505-2	Wings must not be wider than and must be confined within the silhouette of the Bodywork. Wings must be securely bolted to the Vehicle; the use of quick release pins is prohibited. Maximum size of rear wing spill plate not to exceed 300mm x 400mm. Maximum distance between the main element and the Deck lid not to exceed 400mm. The installation of the rear Wing may not obstruct the view from any angle, or the operation of any safety device, signalling light, indicator, or other equipment. Wings with standoffs must have the endplates and the wing tethered with independent cables to the Vehicle.
506-1	HOOD & TRUNK LID
506-2	Hood and Trunk lid may be constructed from composite material. Hood must be secured by OEM hinges and two fasteners complying with Appendix J Art. 253-5 of the International Sporting Code. The original locking mechanisms must be rendered inoperative or removed.

6 – TRANSMISSION	
601-1	TRANSMISSION MOUNTING
601-2	Optionally.
602-1	TRANSMISSION SPECIFICATION
602-2	All vehicles must be equipped with a functional reverse gear. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle. Clutch release must be manually operated initiated by the driver's foot. Automatic transmission prohibited. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited. Each individual shift must be a function of the driver and be controlled manually. Any open passage for the Gear shifter and/or shift linkage must be covered with a shift boot or similar, made of fire retardend material..
603-1	CLUTCH ASSEMBLY
603-2	The use of multi disc clutch systems permitted. The function of the clutch must be controlled by the driver's foot only. No automated clutch release permitted. The use of clutch systems certified for Motorsport is recommended.
604-1	BELLOUSING / FLYWHEEL SHIELD
604-2	Flywheel shield is recommended on all entries. The use of a fabricated shield made of 6mm thick steel, surrounding the bellhousing 360°, extending 25mm forward and 25mm rearward of the rotating clutch assembly is permitted. Flywheel shield must be securely attached to frame or frame structure; may be multi-piece. The use of a Bellhousing meeting SFI Spec. 6.1, 6.2 or 6.3 in lieu of a Flywheel shield is permitted.
7 – DRIVE TRAIN	
701-1	DRIVE TYPE
701-2	Only the rear-wheels may propel the vehicle. All-wheel drive or Front-wheel drive vehicles may be converted to rear-wheel drive.
702-1	DRIVESHAFT LOOP
702-2	Driveshaft loop mandatory. Each end of the driveshaft must have a driveshaft loop with 360° enclosure. Each Loop must be made of min. 51mm x 6.35mm steel flat strap or 1.6mm x 22mm welded steel tubing, be securely mounted to the OEM floor and located within 152mm of the front and rear universal joint in order to support the driveshaft in the event of a U-joint failure. See Drawing 702-3.
	 <p style="text-align: center;">702-3</p>
703-1	REAR AXLE DIFFERENTIAL – FINAL DRIVE
703-2	Aftermarket Differential permitted. Differential must be securely mounted in original position. Gear ratio of rear axle may be altered during competition.
8 – BRAKES - STEERING	
801-1	BRAKES
801-2	Four-wheel hydraulic brakes mandatory on all vehicles. Single (non-tandem) master cylinder on foot-brake prohibited. Dual master cylinders pedal assemblies permitted. Driver adjustable brake bias between front and rear axle permitted. Carbon fibre, carbon ceramic, and carbon variant brakes or rotors are prohibited. Hydraulic Handbrake for rear brakes permitted. Hydraulic shut-off valves prohibited.
802-1	STEERING
802-2	Modification of Steering components permitted. OEM Steering lock must be removed.
9 – SUSPENSION	
901-1	SUSPENSION GENERAL
901-2	In Car, Driver adjustable suspension prohibited. No suspension changes or adjustments (including remotely) by any means are permitted between battle runs. Examples include but not limited to sway bars and electronic shock / damper adjusters.
902-1	FRONT SUSPENSION
902-2	Modification of suspension parts permitted. Any modification of the suspension design type (Double wishbone, MacPherson strut etc.) must be permitted by the FIA Technical Delegate. Minimum one hydraulic shock absorber per wheel mandatory.
903-1	REAR SUSPENSION
903-2	Original suspension design type must remain. Minimum one hydraulic shock absorber per wheel mandatory.

10 – SAFETY CAGE

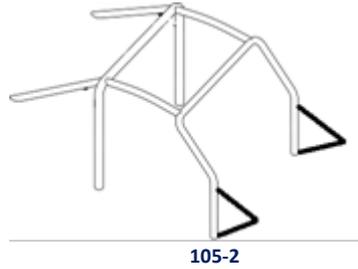
100-1	SAFETY CAGE - GENERAL
100-2	The use of a safety cage is mandatory. The safety cage must be identifiable by means of an identification plate affixed to it by the manufacturer; this identification plate (i.e. embedded or engraved metallic plate) must be welded to the lower part of the driver side front roll bar. The identification plate must bear the name of the manufacturer, the month and year of production and an individual serial number.
101-1	SAFETY CAGE - DEFINITIONS
101-2	<p><u>Safety cage:</u> A Multi-tubular structure installed in the cockpit and fitted close to the body shell, the function of which is to reduce the deformation of the body shell (chassis) in case of an impact. Plating of the safety cage is prohibited.</p> <p><u>Main roll bar:</u> Transverse and near-vertical (maximum angle $\pm 10^\circ$ to the vertical) single piece tubular hoop located across the vehicle just behind the front seats. The tube axis must be within one single plane.</p> <p><u>Front roll bar:</u> Similar to main roll bar but its shape follows the windscreen pillars and top screen edge. The lower part of the pillar must be near-vertical with a maximum angle of 10° to the vertical towards the rear. At the mounting foot, the tube must not be rearward of the foremost point of the roll bar.</p> <p><u>Lateral roll bar:</u> Near-longitudinal and near-vertical single piece tubular hoop located along the right or left side of the vehicle, the front pillar of which follows the windscreen pillar and the rear pillar of which is near- vertical (maximum angle $\pm 10^\circ$ to the vertical) and located just behind the front seats. The rear pillar must be straight in side view. The lower part of the front pillar must be near-vertical with a maximum angle of 10° to the vertical towards the rear. At the front mounting foot, the tube must not be rearward of the foremost point of the roll bar.</p> <p><u>Removable members:</u> Removable members (Bolt in tubes) if used must be installed according to 2020 Appendix J Art. 253-8.3.2.4. of the International Sporting Code.</p> <p><u>Mounting foot plate:</u> The safety cage shall attach to the chassis in eight (8) mounting points. A 2mm thick Plate minimum 120cm² in size, welded to the end of a safety cage tube to permit its mounting to the body shell or chassis, usually onto a reinforcement plate. This plate may be welded or bolted to the body shell / chassis. When the safety cage or parts of it is bolted to the chassis, 2020 Appendix J Art. 253-8.3.2.6. of the International Sporting Code must be followed.</p> <p><u>Reinforcement plate:</u> Metal plate fixed to the body shell/chassis under a roll bar mounting foot.</p> <p><u>Gussets:</u> Gussets of such as dimple die plates are allowed along A-pillar, B-pillar, and roof structure. Dimple plate gussets must be made from steel plate no thicker than 3mm. No gussets or attachment of any form may pass from the door bars to the chassis, unibody or rocker panel. See 2020 Appendix J Art. 253-8.2.14. of the International Sporting Code for additional information.</p>
102-1	SAFETY CAGE - SPECIFICATIONS
102-2	<p>Basic structure The base structure must be constructed according to one of the following designs:</p> <ul style="list-style-type: none"> • Base structure 1: 1 main roll bar-1 front roll bar-2 longitudinal members-2 backstays-6 mounting feet • Base structure 2: 2 lateral roll bars-2 transverse members-2 backstays-6 mounting feet • Base structure 3: 1 main roll bar-2 lateral half-roll bar-1 transverse member-2 backstays-6 mounting feet
102-3	 <p style="text-align: center;"> Base structure 1 Base structure 2 Base structure 3 </p>
102-4	<p>The near-vertical part of the main roll bar (or the rear pillar of the lateral roll bar) must be as close as possible to the inner side panels of the body shell and must have no more than one bend. The pillar of the front roll bar (or the front pillar of a lateral roll bar or half-roll bar) must follow the windscreen pillar as closely as possible and must have no additional bends below that where it ceases to follow the windscreen pillar.</p> <p>The following connections must be situated at the roof level:</p> <ul style="list-style-type: none"> • Longitudinal members to the front and main roll bars • Transverse members to the lateral roll bars • Semi-lateral roll bar to the main roll bar <p>The backstays must be attached at the roof level and near the top outer bends of the main roll bar, on both sides of the car. They must form an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the inner side panels of the body shell.</p>

102-5	COMPULSORY MEMBERS AND REINFORCEMENTS
102-6	<p><u>Diagonal members:</u> The safety cage must have two diagonal members on the main roll bar according to the Drawing 102-7. Members must be straight and may be removable. The lower end of the diagonal must join the main roll bar no further than 100 mm from the mounting foot. The upper end of the diagonal must join the main roll bar no further than 100 mm from its junction with the backstay.</p>
	 <p style="text-align: center;">102-7</p>
102-8	<p><u>Roof reinforcement:</u> The upper part of the safety cage must be reinforced with members according to one of the Drawings 102-9, 102-10 or 102-11. The members may follow the curve of the roof. For competitions without co-drivers, in the case of Drawing 102-9, only one diagonal member may be fitted but its front connection must be on the driver's side. The ends of the members must be less than 100 mm from the junction between roll bars and members of the base structure (not applicable to the top of the V formed by reinforcements in Drawings 102-10 and 102-11).</p>
	 <p style="text-align: center;">102-9 102-10 102-11</p>
103-1	<p><u>Door bars Side protection:</u> Longitudinal members (Door bars) must be fitted on each side of the vehicle according to Drawings 103-2, 103-3 or 103-4. Drawings may be combined. One longitudinal member may be added to each of the designs shown in the Drawings below. The design must be identical on both sides. They Tubes may be removable in lieu of 2020 Appendix J Art. 253-8.3.2.4. of the International Sporting Code. The Side protection must be as high as possible, but its upper attachment point must not be higher than half the height of the door opening measured from its base. If these upper attachment points are located in front of or behind the door opening, this height limitation applies to the corresponding intersection of the member and the door opening (side view).</p> <p>In the case of Drawing 103-2, it is required that at least one part of the "X" is a single Tube. In the case of Drawing 103-3, the door bars may also run parallel. In the case of Drawing 103-2, 103-3 and 103-4, it is required that the attachment points of the longitudinal members are directly connected to the front and the main roll bar uprights.</p> <p>If the two door bars do not intersect as they do when forming an "X" shown in Drawing 103-2, then a minimum of two vertical tube sections shall connect the upper and lower door bars as shown in Drawing 103-3. "NASCAR-Style" Side protection bars, which extend into the outer door skin as shown in Drawing 103-4 are permitted. If the "NASCAR-Style" configuration is used, the outer bars must have a minimum of three vertical tube sections connecting the upper and lower door bars. In the case of Drawing 103-4, it is not mandatory that the upper and the lower longitudinal members are parallel. The connection of the door bars to the windscreen pillar reinforcement (if used) is permitted. Under no circumstances may any of the Door bar Side protection penetrate the "A" or "B" pillar of the chassis.</p>
	 <p style="text-align: center;">103-2 103-3 103-4</p>
104-1	<p><u>Windscreen pillar reinforcement:</u> A Windscreen pillar reinforcement is required in all safety cages on each side of the front roll bar if dimension "A" in Drawing 104-2 is greater than 200 mm. It may be bent on the condition that it is straight in side view and that the angle of the bend does not exceed 20°. Its upper end must be less than 100 mm from the junction between the front (lateral) roll bar and the longitudinal (transverse) member. Its lower end must be less than 100 mm above the (front) mounting foot of the front (lateral) roll bar.</p>



105-1

Anti-intrusion Bars:
 The anti-intrusion bars are intended for additional foot protection. All vehicles must be equipped with anti-intrusion bars which must connect in two places at the lower part of the front roll bar and the firewall but not penetrating any panel. See Drawing 105-2.
 Additional front suspension mounting points as per 2020 Appendix J 8.3.2.2 are not accepted as replacement for the mandatory anti-intrusion bars. Vehicles that do not meet the above anti-intrusion bar requirements, must be approved and accepted by the FIA Technical Delegate.



106-1

ADDITIONAL MEMBERS AND REINFORCEMENTS

106-2

Any number of additional reinforcing tubes, gussets or supports within the confines of the safety cage permitted. Additional reinforcements must comply with 2020 Appendix J Art. 253-8 of the International Sporting Code.

107-1

SAFETY CAGE TUBE SPECIFICATIONS

107-1

Material	Min. tensile strength	Minimum dimension	Use for
Cold drawn seamless unalloyed carbon steel (see below) containing a maximum of 0.3 % of carbon	350 N/mm ²	45 x 2.5mm (1 7/8 x .095") or 50 x 2.0mm (2 x .083")	Main roll bar or Lateral roll bars and rear transverse members
		38 x 2.5mm (1 1/2 x .095") or 40 x 2.0mm (1 5/8 x .083")	Lateral half-roll bars and other parts of the safety cage

107-2

NOTE:
 For unalloyed steel, the maximum content of additives is 1.7 % for manganese and 0.6 % for other elements. In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weld ability. The tubing must be bent by a cold working process and the centreline bend radius must be at least 3 times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater. The surface at the level of the bends must be smooth and even, without ripples or cracks.
Guidance on welding:
 Welding must be carried out along the whole perimeter of the tube on all connections (except where bolt in is permitted). All welds must be with full penetration using the gas-shielded Tungsten Inert Gas welding process. The grinding of welds is prohibited. When using heat-treated steel, the special instructions of the manufacturers must be followed.

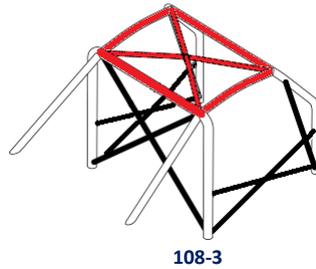
108-1

SAFETY CAGE PADDING

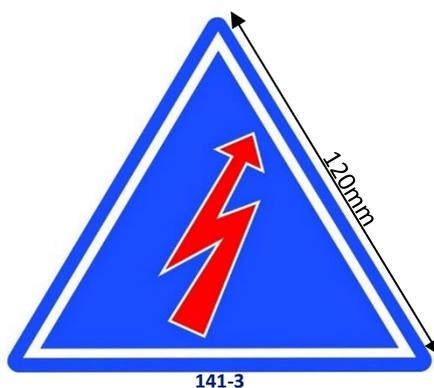
108-2

All tubes of the cage identified on Drawing 108-3 in red must be fitted with padding in compliance with FIA standard 8857-2001 type A (see Technical List n°23) anywhere the driver's helmet may come in contact with roll-cage components. Each padding must be fixed in such a way that it is not moveable from the tube.

108-3



11 – TIRES AND WHEELS	
110-1	TIRES
110-2	Tires must be of automotive type with DOT or EU rating. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited including grooving or shaving. See Event Sporting Regulations for additional information and requirements.
111-1	WHEELS
111-2	Must be automotive-type wheels suitable for street use. Minimum wheel size: 15 inches (unless originally equipped with smaller wheels and Vehicle is equipped with original engine). The thread engagement on all wheel studs to the lug nut, or lug bolt to wheel hubs, must be equivalent to or greater than the diameter of the stud. Length of the stud/bolt does not determine permissibility; length of the engagement between the stud and lug determines permissibility. Automotive-type wire, centre lock or mono lock wheels prohibited. Bead locks, wheel screws and any means of any kind of attachment between wheel and tire is prohibited. Use of Wheel Spacers permitted, only one spacer per wheel. Spacers with a thickness greater than 20mm must be equipped with their own mounting bolts to the hub. The maximum permitted spacer thickness is 60mm per wheel.
12 – INTERIOR	
120-1	SEATS, ANCHORAGE POINTS AND SUPPORTS
120-2	Driver Seat must comply with FIA Standard 8855-1999, 8855-2021 or 8862-2009. See Appendix J Art. 253-16 of the International Sporting Code for fitting and mounting instructions. No passengers permitted during competition.
121-1	DRIVERS COMPARTMENT
121-2	The Drivers Compartment must be designed in such a way as to allow the driver wearing his complete driving equipment, being seated in a normal driving position with the seat belts fastened and the steering wheel in place to escape out of the Vehicle in maximum 8 seconds through the Driver Side Door, or in maximum 14 seconds through the Passenger Side Door. No pressurised containers (except Fire Extinguisher system or fresh air supply) permitted in the Drivers Compartment.
122-1	SHEET METAL
122-2	Driver compartment interior must be aluminium, steel or ASN-accepted composite material. Magnesium prohibited.
13 – BODY	
130-1	WINDSHIELD
130-2	Mandatory, must be in good condition and free from cracks. May be replaced with shatterproof material, 4.5mm minimum thickness securely bolted in place. Windshield may not be cut for scoops, carb, etc. Windshield tint is prohibited.
131-1	WINDOWS
131-2	Door, quarter and rear window must be OEM glass or shatterproof material with minimum thickness of 3mm and securely bolted in place. Front driver and passenger side windows not mandatory. Side windows and rear windows must be clear, use of tint or wrap is prohibited.
14 – ELECTRICAL	
140-1	BATTERIES
140-2	All batteries must be securely mounted inside the framerails or Body. Positive battery terminals must be electrically protected with an insulating cover unless enclosed in an FIA accepted battery box. <u>Standard – Wet cell battery(ies):</u> Battery may be relocated from its OE position to the trunk area, must be separated by a bulkhead of 0.6mm steel, 0.8mm aluminium or carbon fibre (including package tray) from the driver compartment. A sealed FIA accepted battery box or a battery box made out of 0.6mm steel or 0.8mm aluminium may be used in lieu of a bulkhead. A battery box may not be used to secure a battery and must be vented outside the car. <u>Dry cell battery(ies):</u> Battery does not require a bulkhead or a battery box and can be mounted in the driver compartment. <u>Battery mounting:</u> OEM mounting for OEM battery in OEM position permitted. All other batteries >4kg must be securely mounted with minimum one (1) 15x2mm metal strap using 10mm bolts for attachment to the chassis/body. (See International Sporting Code Appendix J Art.255 5.8.3 Drawing 255-10,255-11) A maximum of two (2) automobile batteries, or 68kg combined maximum batterie weight permitted.
141-1	CIRCUIT BREAKER
141-2	Mandatory on all Vehicles. The general circuit breaker must cut all electrical circuits (battery, alternator or dynamo, lights, ignition, electrical controls, etc.) and must also stop the engine. It must be a spark-proof model and must be accessible from inside (in Drivers reach) and outside the Vehicle. As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings on the driver side A-pillar (see Article 253-13 of Appendix J to the International Sporting Code, following the manufacturer's specifications). It must be marked by a red spark in a white-edged blue triangle with a base of at least 120mm. See Drawing 141-3.



142-1	LIGHTS
142-2	All OEM lights should remain in place, Headlights, taillights and brake lights must function normally. Brake lights and taillights may only be red, tinting is prohibited. Rearward facing strobe lights of any colour is strictly prohibited. Any variation of red and or orange-coloured headlights is prohibited.
15 – SUPPORT GROUP	
150-1	COMPUTER
150-2	The choice of the engine Electronic control unit (ECU), engine control software, sensors and engine loom is free. During FIA competition, a portable computer (e.g. laptop, PDA, Palm Pilot, programmer, etc.) must be securely mounted when competing. All functions or values must be pre-set prior to this point. Any use of Electronic Stability Program - Anti-Lock Brake System - Anti Slip Regulation or any other electronic, pneumatic or manual Driver assisting system is strictly prohibited. The use of Wheel and / or Driveshaft Speed Sensors is prohibited and those must be removed.
16 – SAFETY	
160-1	FIRE EXTINGUISHER SYSTEM
160-2	All vehicles must be equipped with a fire extinguishing system meeting FIA Standard “FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars”, (Technical List N°16) or FIA Standard 8865-2015 (Technical List N°52). The minimum quantity of extinguishant for systems of Technical List n°16 is 4 kg. The system must be approved in order to release the extinguishment into the cockpit and the engine compartment by the means of nozzled outlets. The system installation must comply with Article 253-7.2 of Appendix J to the International Sporting Code, following the manufacturer’s specifications, inside the Drivers compartment, and must be visible from the outside of the Vehicle. Safety pins (if equipped) must be red-flagged and be removed before entering the designated burn out area.
161-1	WINDOW NET
161-2	A window net designed according to Article 253-11.2 of Appendix J to the International Sporting Code is mandatory on the Driver side window. Arm restraints complying with SFI Spec. 3.3 can be used in lieu of a Window Net.
162-1	DRIVER RESTRAINT SYSTEM
162-2	Minimum 5-point Driver restraint system meeting FIA Standard 8853/98, 8853-2016 mandatory. (see also Appendix J Art. 253-6 of the International Sporting Code)
163-1	ARM RESTRAINTS
163-2	Permitted if Window Net is used, otherwise mandatory.
164-1	HEAD AND NECK RESTRAINT DEVICE / FHR
164-2	The use of a head and neck restraint system is mandatory. The device or system must meet FIA Standard 8858-2002 or 8858-2010 and must display a valid label accordingly.
165-1	PROTECTIVE CLOTHING
165-2	The use of synthetic, non-flameproof materials in contact with the driver’s skin is not permitted. A Driver Suit including long underwear, Gloves, Footwear and Balaclava meeting FIA Standard 8856-2000 or 8856-2018 mandatory. Chapter III – Drivers’ Equipment, Article 2 “Flame-resistant clothing”, Appendix L to the FIA ISC must be respected.
166-1	HELMET
166-2	A full-face helmet and visor meeting FIA Standards 8858-2002, 8858-2010, 8859-2015, 8860-2010, 8860-2018, mandatory. The helmet visor must be closed at all time during on-track activities. No modifications or attachments such as cameras, etc. are permitted unless approved in the original homologation. It is recommended that drivers use a balaclava homologated to FIA 8856-2000 or FIA 8856-2018 standard, and that is indicated in the technical lists as a balaclava that reduces the loads transmitted to the driver’s neck while the helmet is being removed.

APPENDIX 4 – GRAPHICAL CHARTER

COUNTRY FLAG – FULL CAR WRAP

- Country flag MUST be applied to the entire bonnet and roof.

COUNTRY NAMES – DOOR DECALS

- Country names MUST be written in English on the left side of the car, and in the drivers native language on the right side of the car.
- Official font to be used: Pilat Heavy / Kerning: Optical / Tracking: +40pt
- Type size varies depending on number of characters in country name but must be minimum 150mm in height.
- Please find guidelines and examples in the below diagram (subject to change depending on car model, wheelbase length or position of air intake).
- Colour: white (or black if needed to create best contrast with the livery)

COUNTRY NAMES – DECAL ON BONNET

- Country name to fit centrally on the front of bonnet from one headlight to the other (Depending on name length & gaps on car bonnet/bumper)

REAR REGISTRATION PLATE

- FIA Motorsport Games Team Plate (if supplied by organiser)

RACE NUMBER

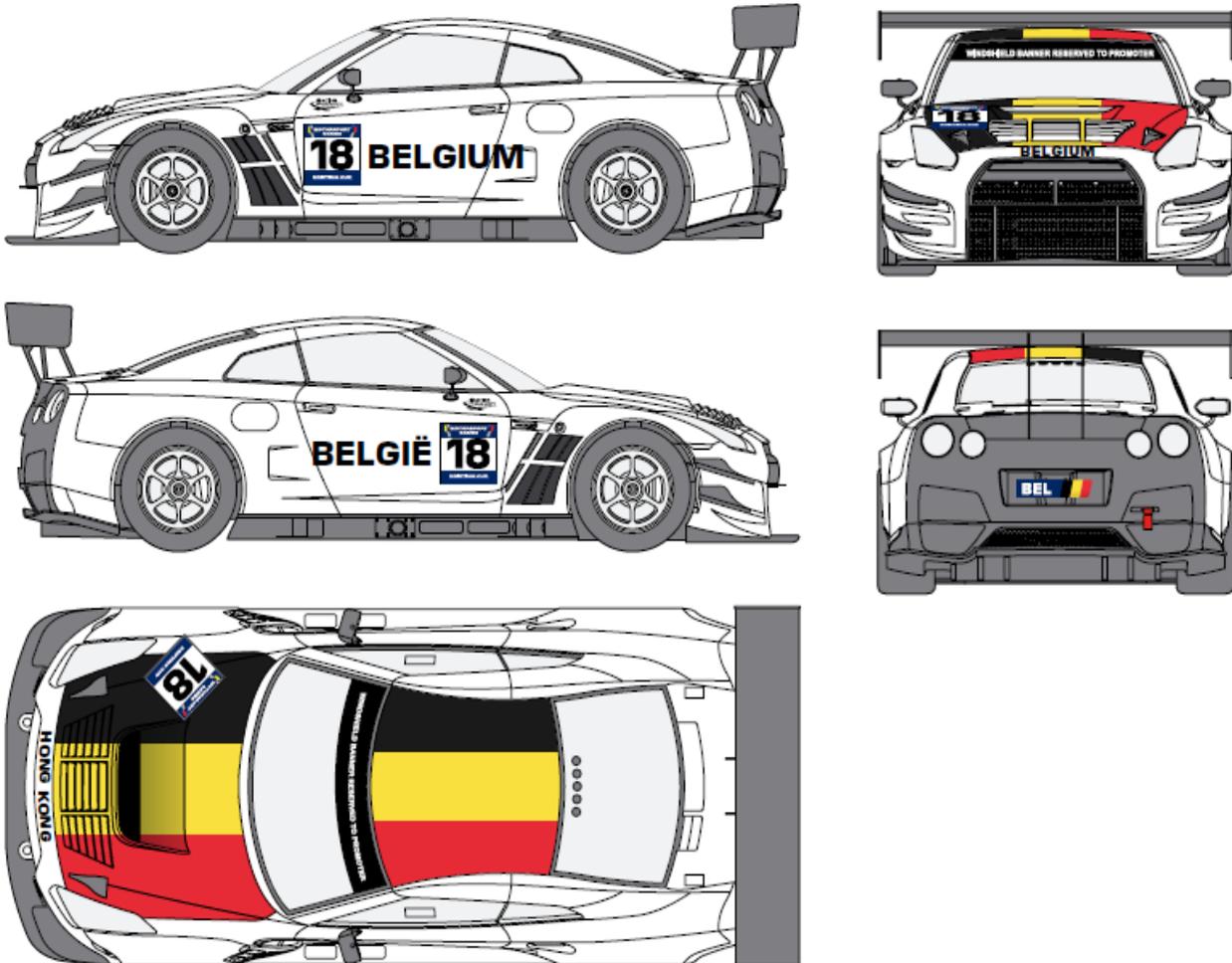
- Race number sticker to be placed on each side of the car by the country name and on the bonnet, right side

RESERVED AREAS FOR PROMOTER SPONSORS

- Windshield Banner reserved for the promoter

FIA ACTION FOR ROAD SAFETY STICKER

- To be placed below or in front of wing mirror on both sides of the car in black or white (whichever achieves greatest visibility)



APPENDIX 5 – VISA INFORMATION REQUIRED UNDER ARTs. 6 AND 11

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Start of the sporting checks and scrutineering on (date) at (time).
5. Start time of each race.
6. Address and telephone, fax number and E-mail of the organiser.
7. Details of the circuit, which must include:
 - location and how to get there,
 - length of the course,
 - competition bracket to be followed.
8. Precise location at the circuit of:
 - Stewards' office,
 - Race Director's office,
 - FIA office,
 - sporting checks,
 - scrutineering, flat area and weighing,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winner's press conference,
 - media centre.
9. The names of the following officials of the Event appointed by the ASN:
 - Steward,
 - Clerk of the Course,
 - Secretary of the Event,
 - Chief National Scrutineer,
 - Chief National Medical Officer.
10. Any other item specific to the Event:

PART B (Reserved for the FIA)

1. Chairman of the Stewards:
2. 2nd International Steward:
3. Race Director:
4. Judges:
5. Technical Delegate(s):
6. Competitors Relation Officer

7. Media Delegate:
8. Event Secretary
9. Chief Medical Officer:
10. Sporting Delegate:

PART C

Detailed timetable:

APPENDIX 6 – 2022 FIA MSG: DRIFTING CUP – JUDGING CRITERIA