

**DRIFT  
PRO**   
CHAMPIONSHIP



**PROVISIONAL**

**2022 MOTORSPORT UK DRIFT PRO  
CHAMPIONSHIP REGULATIONS**

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**PLEASE NOTE:  
THESE REGULATIONS  
ARE CURRENTLY PROVISIONAL AND  
THEREFORE SUBJECT TO CHANGE.  
NEW AND AMENDED REGULATIONS ARE  
SHOWN IN RED.  
WHEN PUBLISHED, PLEASE REFER TO  
THE FINAL APPROVED VERSION.**

**Welcome to the brand-new Motorsport UK Drift Pro Championship**

In a move that defines top-tier Drifting in Britain and sets out a road map for its future, an innovative collaboration between Motorsport UK (the governing body for all motorsport in the UK) and the Time Attack Organisation has inspired the development and creation of the Motorsport UK Drift Pro Championship.

Launched in 2021, this groundbreaking initiative heralded a new era for Drift competition in the UK, the likes of which has never been seen before.

2022 sees the championship develop further with a total of eight rounds held over six meetings at five established race circuits: Cadwell Park, Brands Hatch, Oulton Park, Donington Park and Snetterton.

These Championship Regulations are set out in accordance with Motorsport UK General Regulations listed in the current Yearbook. Further specific regulations are provided in this document that has been compiled taking into account the unique format of the sport together with the experience of the officials, organisers and experts involved.

It is imperative that you read the following information thoroughly - even if you have competed in other Drifting competitions before - in order to ensure you are fully conversant with the contents and are fully aware of these specific regulations.

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2022 Motorsport UK Drift Pro Championship is organised and administered by Club Time Attack, in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship permit number: CH2021/TBC - Grade: B

### 1.2 Championship Officials

#### 1.2.1 Championship Co-ordinator

James Lelacheur

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0) 1795 581366 / Mob: +44 (0)7494 014195 / Email: jamesm@timeattack.co.uk

#### 1.2.2 Championship Clerk of the Course

Derek Stanley

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0)1795 581366 / Mob: +44 (0)7979 576293 / Email: derek@timeattack.co.uk

#### 1.2.3 Championship Eligibility Scrutineer

Michael Mattison

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0)1795 581366 / Email: scrutineer@timeattack.co.uk

#### 1.2.4 Deputy Championship Eligibility Scrutineer

Andy Stone

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0)1795 581366 / Email: info@timeattack.co.uk

#### 1.2.5 Championship Secretary

Graham Whitaker

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0)1795 581366 / Email: info@timeattack.co.uk

#### 1.2.6 Championship Stewards

Nigel Drayton / David Walton / Esmor Jones / Mike Dixon

Any three of the named Stewards will constitute a quorum. In the event of any Championship Stewards listed being unavailable or being unable to consider any particular matter due to a perceived conflict of interests, the Organisers reserve the right to appoint one or more alternative Championship Stewards.

#### 1.2.7 Competition Judges

TBC

TBC

TBC

The competition Judges will be Judges of Fact for Line, Angle, Style and Speed, as nominated via an official bulletin.

#### 1.2.8 Club Time Attack Competition Secretary

Simon Slade

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB  
Tel: +44 (0)203 915 9240 / Mob: +44 (0)7966 153555 / Email: simon@timeattack.co.uk

#### 1.2.9 Changes of officials

Any changes to Championship Officials during the season will be notified in an official bulletin.

### 1.3 Competitor Eligibility

1.3.1 Drivers and Entrant/Drivers must be fully paid up valid members of Club Time Attack, be registered for the Championship and be in possession of a current RS Clubman (or higher grade) Motorsport UK Competition Licence.

Overseas drivers: National Competition Licences issued by countries outside the UK will be deemed valid for British events, providing the following applies and competitors obtain approval from their own ASN (H) 25.2. Eligibility must be agreed in advance of entry.

1.3.2 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3 Whether signing on is carried out electronically in advance or in person on the day of the event, all documentation must be available for checking at each round.

1.3.4 Competitors must ensure their entered vehicle complies with the conditions of eligibility and safety throughout the meeting.

### 1.4 Registration

1.4.1 Championship registration is by invitation only.

1.4.2 Invited drivers should pre-register for the Championship by joining Club Time Attack.

1.4.3 Entries open on 1st January 2022. Entry is made by completing and submitting the official online application form together with the payment of the £2000 (inc. VAT) fee for the full season. This must be paid in full at least two weeks before the first round or in two equal parts, with £1000 (inc. VAT) paid two weeks before the first round and two weeks by 30th June 2022. Competitors register on

the understanding that irrespective of how many rounds they attend and whether payment is made in one or two installments, the full £2000 fee is due in all circumstances. The fee includes participation in the Driftkhana competitions.

- 1.4.4 Incorrect or incomplete entry application forms that are not accompanied by the correct fee, are to be held in abeyance until all details are complete and correct.
- 1.4.5 Submission of the entry application form and the payment of the fee does not guarantee entry. Organisers reserve the right to refuse entry without giving a reason, in which case the fee will be refunded.
- 1.4.6 Registration numbers will be issued to each driver. These will be the permanent competition numbers for the season and will be allocated on a first-come, first-serve basis, unless a number has been held during the previous year in which case it will be reserved until the entry closing date.

## 1.5 Championship Rounds

1.5.1 The 2022 Motorsport UK Drift Pro Championship will be contested over eight rounds as follows:

Rounds 1 & 2:	Sunday 1st & Monday 2nd May - Cadwell Park	Modified Live
Rounds 3 & 4:	Saturday & Sunday 18th & 19th June - Brands Hatch	Tunerfest South
Round 5:	Saturday 16th July - Oulton Park	Tunerfest North
Round 6:	Monday 29th August - Donington Park	Tunerfest Midlands
Round 7:	Sunday 25th September - Brands Hatch	Go Japan!
Round 8:	Sunday 23rd October - Snetterton	Modified Live

- 1.5.2 All events will be organised by Club Time Attack.
- 1.5.3 The main contact for entries is the Championship Coordinator. See regulation 1.2.1
- 1.5.4 Organisers reserve the right to amend the calendar at any time during the season. Details will be notified in an official bulletin. Motorsport UK regulation (D)11.2 will apply.

## 1.6 General

- 1.6.1 Drifting is a scored competition in which cars compete by performing controlled over-steer slides on a defined track. Drivers should prevent the interruption of the slides by avoiding the car straightening or spinning controlled by the drivers' inputs, and they will be judged on style and clipping zones
- 1.6.2 Only rear-wheel-drive cars may participate.

## 1.7 Judging

- 1.7.2 Drivers will be judged on the following criteria:
  - Line: Accuracy and positioning. Proximity to the defined clipping points and zones while maintaining smooth drifting posture.
  - Angle: The size of the angle in relation to the track's normal direction of travel and when the car approaches the curves, together with the timing and stability of the consecutive drifting motion.
  - Style: A combination of commitment and fluidity.
  - Speed: Focused on speed at initiation and the average speed throughout the run.
- 1.7.3 Solo Drifting: Judging will be based on the four points above.
- 1.7.4 Tandem battles: The lead car will aim to perform a perfect solo run and will be judged as 1.7.3. The chasing car will aim to mimic the run of the lead car, getting as close as possible without making any notable contact. Judges will determine the winner of a battle by comparing a driver's lead and chase runs.
- 1.7.5 In the case of split decisions or disputes, the Chief Judge will have the casting vote.
- 1.7.6 Please refer to Appendix A for full details of the Judging criteria.
- 1.7.7. No Appeals are permitted against a decision of the Judges.

## 1.8 Scoring - Events

- 1.8.1 Scores will be calculated from a maximum total of 100 points, as follows:
  - Line: 40 pts
  - Angle: 30 pts
  - Style: 20 pts
  - Speed: 10pts
- 1.8.2 The Judges of each event retain the right to adjust the scoring proportions at their own discretion dependent on track layout and weather conditions. In all cases, each criteria will be no more than 50 points and no less than 10 points.
- 1.8.3 The judgment of a Judge of Fact shall be carried out by the system of point-addition or point-deduction in relation to the judging factors. No Appeal may be lodged against a Judge of Fact.
- 1.8.4 Line scores will be based on a driver's ability to adhere to the line stipulated by the Judges during the driver's briefings. Points will be allocated for outside zones and inner clips, but may also be allocated to zones. Points will be deducted as follows:
  - One wheel off the track: 2 points deducted for each offence.
  - Two wheels off the track: 5 points deducted for each offence.
  - Three wheels off the track: 10 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 deductions will be made for missing clipping points and partially filling zones.
- 1.8.5 Angle scores will be judged on a driver's ability to achieve and maintain a high level of angle, as described by the Judges during the driver's briefings. Points will be deducted for the following:
- Lack of angle
  - Corrections
  - Double-initiation
- 1.8.6 Style & Speed scores will be judged on Commitment and Fluidity, initiation speed and average speed throughout the run. Points will be deducted for the following:
- Off or partial throttle prior to initiation
  - Initiating beyond latest initiation point
  - Slowing outside deceleration zones
  - Timid approach
  - Slow rotations
  - Stepped rotations (steering to add small amounts of angle at a time)
  - Inaccurate rotations (achieving degree of angle, then adding or subtracting angle)
- 1.8.7 If the Tandem Battle section of the competition cannot be completed for any reason, the qualification results will be used as the sole criteria for the overall driver ranking at that event.
- 1.8.8 Classified finishers will be declared as per Motorsport UK Regulation S 9.5.3.

## 1.9 Scoring - Championship

- 1.9.1 The season's eight rounds are point-scoring rounds of the 2022 Motorsport UK Drift Pro Championship.
- 1.9.2 Only drivers who are registered for the full season will be awarded points as follows:

Position	Points
1st	50
2nd	40
3rd	30
4th	25
5th - 8th	20
9th - 16th	10

For completing two runs in Qualifying: 5 points (if finishing 17th or below)

For completing one run in Qualifying: 2 points (if finishing 17th or below)

Pass scrutineering: 1 point (if not scoring any further points)

- 1.9.3 Championship points appeals are to be made in accordance with Motorsport UK regulation C6.5.
- 1.9.4 Ties will be resolved in accordance with Motorsport UK regulation W1.3.4, as follows:
- (a) By considering the best scoring events of the competitors concerned, the number of first places.
  - (b) By considering the number of second places and so on in the best scoring events.
  - (c) By considering the placings in all Championship events.

## 1.10 Scoring - Driftkhana

- 1.10.1 The Driftkhana is a stand-alone competition that will be held at the organisers discretion at selected events. Consequently, the results have no bearing on the Championship standings.
- 1.10.2 The Driftkhana will be timed to the second.
- 1.10.3 Time penalties will be applied by the Judges as follows:
- Wrong direction or failure to negotiate the course correctly: +10 seconds
  - Failure to execute a manoeuvre or an obstacle as defined: +5 seconds per incidence
  - Touching an obstacle or marker: +5 seconds
  - Failure to illuminate a proximity light: +2 seconds per incidence
- 1.10.4 Public scoring via an App may be introduced. Details will be communicated in an official bulletin.

## 1.11 Awards

All awards are to be provided by Championship Organisers.

### 1.11.1 Awards for each round

Trophies will be awarded for first, second and third place finishers.

A trophy will be awarded for first, second and third place in the Driftkhana.

### 1.11.2 End of season Championship awards

A trophy will be awarded for first, second and third placed Championship Finishers.

### 1.11.3 Additional awards

The Organisers reserve the right to introduce or cancel awards during the season. These changes will be notified to competitors via an official bulletin.

### 1.11.4 Presentations

Trophies will be presented at the end of each round at a prizegiving ceremony. Drivers must attend these ceremonies unless given specific permission by the organisers not to do so. Racesuits must be properly worn by drivers collecting an award.

## 1.11.5 Title to All Trophies

Time Attack Limited holds the rights of title to all of the trophies. Therefore, in the event of Provisional Results or Championship tables being revised after the awards have been presented, if a driver's position has changed, any previously allocated trophies must be returned in good condition within seven days.

## 1.11.6 Entertainment Tax Liability (prizes)

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - The Inland Revenue, Foreign Entertainers Unit centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488.

## 1.12 Documentation

- 1.12.1 These Championship Regulations, together with the 2022 Motorsport UK Yearbook, set out the rules for the 2022 Motorsport UK Drift Pro Championship and all of its rounds.
- 1.12.2 Competitors will receive a set of Supplementary Regulations and then Final Instructions before every round. These documents are to be regarded an official bulletin and will carry the same force as these Championship Regulations.
- 1.12.3 Further official bulletins may be issued to competitors prior to each round.
- 1.12.4 Competitors will be notified of any changes, additions or deletions to these Championship Regulations due to exceptional circumstances via an official bulletin, taking into account that Championship Regulations may not be amended after publication of the Championship Permit, subject to the agreement of Motorsport UK (GR D.11.2). Such amendments will be circulated to all Registered Competitors, Championship Stewards, Permanent Clerk of the Course, Eligibility Scrutineer, Secretary and Motorsport UK. (GR D11.2).

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

### 2.1 Events

In accordance with Regulation Section C of the current Motorsport UK Yearbook and the provisions of these Championship Regulations.

### 2.2 Championship

In accordance with Regulation Section C of the current Motorsport UK Yearbook and the provisions of these Championship Regulations.

## 3. SPORTING REGULATIONS - EVENTS

### 3.1 Entries

- 3.1.1 Competitors who have registered for the championship at the start of the season will be automatically included on the entry list for each round. Competitors unable to enter a round must inform the organisers at least one week advance of the event.
- 3.1.2 **Championship Organisers reserve the right to refuse entries in accordance with Motorsport UK H 29.3b**
- 3.1.3 Withdrawal of entry or driver/vehicles changes must be made in accordance with Motorsport UK Regulation (D) 25.1.12.
- 3.1.4 Competitors may change cars during the season. The Championship Coordinator must be informed when the change takes place and before entries for the forthcoming event are finalised.
- 3.1.5 Competitors may only enter and drive one car on each round. The car may be replaced during the meeting, subject to written agreement by the Championship Organisers.
- 3.1.6 Only one driver per car per round is allowed, unless agreed in writing by the Championship Organisers.
- 3.1.7 The driver must compete in the same car that was registered and/or presented for scrutineering subject to 3.1.5.

### 3.2 Briefings

- 3.2.1 The Organisers will notify competitors of the times and locations for briefings in the Final Instructions for that meeting. Drivers must attend all briefings. A check list/signing sheet will be used to ensure all drivers are present.
- 3.2.2 Failure to attend briefings may result in a penalty being applied and/or a fine of up to £205, in accordance with Motorsport UK regulation G.5.3.8, Appendix I 13.6.i.

### 3.3 Scrutineering

- 3.3.1 **Unless otherwise notified, scrutineering will take place at the event. All vehicles must report to scrutineering and receive a 'passed' sticker before being allowed to take part in the event. Vehicles failing to pass the requirements must have the remedial work carried out and be re-submitted for scrutineering before being allowed to compete.**
- 3.3.2 **In the case of pre-event self-declaration, drivers must complete and submit the appropriate form to confirm that it complies with the requirements set out by Motorsport UK and these Championship regulations. Vehicles will be checked at the event at the frequency and discretion of the scrutineers. Competitors must co-operate and comply with all requests.**

- 3.3.3 If a car is found to be non-compliant during the competition it will be deemed ineligible.
- 3.3.4 If a car is withdrawn before Qualifying and cannot take part in that session, the driver will not be eligible to proceed to the Semi Final and Final unless agreed in writing by the Championship Organisers and with the express agreement in writing of the Clerk of the Course in consultation with the Stewards of the Meeting, in which case an official bulletin will be issued.
- 3.3.5 All vehicles must pass a noise test before being permitted to take part. Noise tests may also be carried out during the event. If the vehicle exceeds the maximum noise levels it will be withdrawn from the event until effective remedial work rectifies the issue and the vehicle has passed the noise test.
- 3.3.6 If a competitor is reported to be involved in incidents that result in contact during any session, they will be required to re-present the vehicle to the scrutineers before continuing.
- 3.3.7 All competitors taking part in the Qualifying and Final sessions must make their cars available for scrutineering immediately after each session and should not return to their pit garage or paddock area until a scrutineer has instructed them to do so. Parc Ferme regulations will apply. Failure to comply will result in a penalty being applied.

### 3.4 Signing on

- 3.4.1 All drivers must sign on, either electronically in advance, or in person on the day, depending on prevailing circumstances. A bulletin will be issued to confirm the method adopted. In either case, competitors must 'check-in' with the organisers and make the required documentation available for inspection at the event. Drivers will be provided with a wristband, which must be worn in order to gain access to the track. A signing-on process card may also be issued. Details will be provided in the Final Instructions.

### 3.5 Track sessions and event format

- 3.5.1 A Motorsport UK Drift Pro Championship round will comprise the following sessions:
- Free Practice (solo runs)
  - Qualifying (solo runs)
  - Semi Final – Top 16 (tandem battle)
  - Final – Top 8 (tandem battle)
  - Driftkhana (solo runs, timed)
- 3.5.2 Depending on circumstances applicable at the time, Organisers will allow competitors to take part in a reconnaissance run at the start of a session in order to establish track conditions.
- 3.5.3 All competitors are eligible to take part in the Practice, Qualifying and Driftkhana sessions. The top 16 classified competitors will progress to the Semi Final session. The top eight classified competitors will progress to the Final session.
- 3.5.4 During sessions that relate to a Championship round, only the registered driver may drive the vehicle entered.
- 3.5.5 Organisers reserve the right to change the programme and the sessions held to correspond with operational requirements and timetable, or due to unforeseen circumstances. These changes are subject to the approval of the Stewards of the meeting and will be notified to competitors in the Final Instructions, at an Official Briefing or via an Official Bulletin.
- 3.5.6 All events will take place at Motorsport UK accredited venues.
- 3.5.7 **The Clerk of the Course and Stewards of the Meeting may inspect the course before the start of Practice and again before the start of both Qualifying and the Tandem Battles begin to ensure that the track is suitable for competition.**

### 3.6 Session starts

- 3.6.1 Competitors will be directed onto the track and into the pre-start holding area. Marshals instructions must be followed at all times.
- 3.6.2 The start line represents the official starting point for all runs for all sessions. This may be in a different location for the Driftkhana.
- 3.6.3 Competitors will be directed to pull-up to the start line in sequence and will commence their run when instructed by the start marshal.
- 3.6.4 In the case of tandem battles, the lead car must start immediately once the start marshal signals them to do so. If the lead car starts too early or too late, it will be noted by the Judges.
- 3.6.5 There may be a cone chicane located at the start, which is designed to decrease the acceleration of the lead car and therefore permitting the chase car to maintain proximity leading up to the initiation point. If the lead driver hits one or more cones within the chicane, they will be reported to the Judges and the battle may be halted and restarted, communicated either via a marshal using a red flag or light panel posted trackside prior to the initiation point.
- 3.6.6 Initiation: During both qualifying and tandem battles, the car must be sideways as it passes the initiation point, usually indicated by a marker such as a cone placed trackside. Tandem initiations will be carried out in single file, unless detailed otherwise in the Final Instructions.

### 3.7 Competitor running order

- 3.7.1 The running order for each session will be decided as follows:
- Free Practice, Qualifying and Driftkhana: In competition number order, or in reverse order of championship standings as notified in the Final Instructions.
  - Semi Final (top 16): In Qualifying finishing order as per Battle Template (Appendix C)
  - Final (top 8): In the order following the Semi Final per Battle Template (Appendix C)
  - Tandem battles: The highest placed car will lead for the first of the two runs.
- 3.7.2 The running order may be revised to assist with the smooth running of the event. Details will be notified in an official bulletin.

### 3.8 Free Practice

- 3.8.1 All competitors may take part in the Free Practice session. Participation is not compulsory.
- 3.8.2 The Free Practice sessions will be performed as solo runs. ie. one car at a time.
- 3.8.3 **The maximum number of cars on track at any one time (i.e. between the start line and the finish point) is four, or at the discretion of the Clerk of the Course in order to correspond with track conditions.**

- 3.8.4 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 forbidden to practice at other areas of the venue during the competition period. Failure to adhere to these regulations will result in the competitor being referred to the Clerk of the Course.

### 3.9 Qualifying

- 3.9.1 Competitors must take part in the Qualifying session and perform at least one run. Any driver not able to do so will lose the opportunity to progress to the Semi Final.
- 3.9.2 Each competitor will have the opportunity to carry out two runs. Results will be based on the best run. Should circumstances prevail where only one run is possible, the results for this run will be used.
- 3.9.3 The top 16 competitors, as indicated by the judges scores, will progress to the Semi Final.
- 3.9.4 Zero (0) points will be awarded for a qualification run if any of the following occur:
- A spin 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)
  - Bonnet or doors opening during a run

### 3.10 Semi Final

- 3.10.1 The Semi Final will comprise the top 16 competitors from Qualifying.
- 3.10.2 If a competitor who has qualified in the top 16 pulls out for any reason before the start of the session, the field will be closed up accordingly and the next highest-place driver will be called in.
- 3.10.3 If a competitor pulls out before the first run, the competitor they would have battled with will be allocated a 'bye'. A competitor who has been allocated a 'bye' must complete one solo run to continue in the competition.
- 3.10.4 The top eight winning competitors as decided by the Judges will progress to the Final.

### 3.11 Final

- 3.11.1 The Final will comprise the top eight competitors from the Semi Final.
- 3.11.2 If a competitor pulls out before the first run, the competitor they would have battled with will be allocated a 'bye'. A competitor who has been allocated a 'bye' must complete one solo run to continue in the competition.
- 3.11.3 Following two runs, one leading and one chasing, the top four competitors will progress to a top-four shoot-out. The top two competitors will then progress to a Final shoot-out, the winner of which will be declared the winner of the event.

### 3.12 Tandem battles

#### 3.12.1 Passing:

Passing of the lead car by the chase car is only permitted 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
- The chase driver becomes the lead driver once the chase car has fully passed 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 judgement for that run.

#### 3.12.2 Collisions:

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

If a chase car has a collision while the lead car is fulfilling the lead driver goals, then the chase driver will be deemed at fault.

#### 3.12.3 Run 1 collisions:

If a car cannot be repaired in time for the second run following a collision in the first run and was deemed not at fault, the judges will declare that driver the winner of the battle.

If both the lead car and the chase car are unable to continue due to excessive damage, with no driver deemed at fault, the winner will be determined based on the higher qualifying position.

#### 3.12.4 Run 2 collisions:

If both the lead car and the chase car are unable to continue due to excessive damage, with no driver deemed at fault, the winner will be determined based on the outcome of the first run of that battle. In the case of even scoring, the winner of the battle will be determined based on the higher qualifying position.

Should cars have contact, whether or not it has affected the outcome of the result or a driver has been deemed 'at fault', the Chief Scrutineer may inspect both cars and determine whether the car(s) remain safe and fit for continued competition.

#### 3.12.5 Incomplete runs:

If a driver makes any of the following mistakes during a tandem run, it will be considered as an 'incomplete' and they will not receive a score for that run:

- Spinning Out
- Opposite drift (Drifting with the opposite angle required at that point on course)
- Major straightening
- Bonnet 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)
- Lead or Chase driver is not fulfilling the goals set for Lead (unchasable lead) and Chase (inactive chase).

When a lead driver receives 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.

### 3.13 Driftkhana

The Driftkhana element is separate to the main Drift Pro Championship. Drivers must negotiate a course of drift-based obstacles against the clock. Every obstacle failed to clear or made contact with will incur a time penalty that will be added to the overall time at the end of the session by the Judges.

- 3.13.1 Only selected events will include a Driftkhana element. The competition will take the form of a defined course that contains obstacles and tests that competitors will attempt to execute correctly.
- 3.13.2 Drivers entered for the meeting must take part in the Driftkhana competition unless unable to do so due to mechanical issues as agreed by the Scrutineer.
- 3.13.3 Except for those that define the nature of the Driftkhana competition and scoring, all other regulations for the Motorsport UK Drift Pro Championship will apply.
- 3.13.4 Organisers will provide competitors with a plan of the course and details of the elements they will need to negotiate.
- 3.13.5 The competition will be held against the clock. The driver who negotiates the course correctly in the least amount of time, including the addition of any time penalties (regulation 1.10), will be the winner.
- 3.13.6 The number of runs for each competitor will be confirmed in an official bulletin prior to each event.
- 3.13.7 If more than one run takes place, results will be based on the best (quickest) run.

### 3.14 Session Finishes

- 3.14.1 Each session will finish at the point defined as the Finish Line. Having crossed this line, competitors must slow down and following the first run, drivers must return to pre-start holding area and line-up ready to start their next run. After finishing their final run, drivers should return to the Pit Lane or Paddock and comply with any directions given by Marshals or Officials. Drivers must keep their helmets on and safety harnesses fastened while on the circuit or in the Pit Lane.
- 3.14.2 Competing cars may be required to enter the Parc Fermé area in order to undergo technical checks. Failure to comply with the requests of an official in respect of this requirement may result in a non-compliance penalty being applied. Personnel permitted in Parc Fermé shall be designated by the Organisers under Parc Fermé regulation.

### 3.15 In-session maintenance & checks

Before the first and second runs, competitors may carry out checks and minor maintenance (tyre pressures, wheel changes, fluid levels, superficial repairs) in an area designated for this purpose. To this end, one support vehicle and no more than two mechanics per-car may access this area before competition takes place and must return to the paddock when the session is over. Marshals instructions must be followed at all times. Work must be completed and competitors must be ready to start when called forward by the Start marshal. Failure to do so will result in an 'incomplete' run. Details of these arrangements will be provided in the Final Instructions.

### 3.16 Session Stops

- 3.16.1 Should the need arise to stop a session, RED LIGHTS will be switched on and RED FLAGS will be displayed. This is the signal for drivers to cease competitive speeds, to slow to a safe and reasonable pace and return to the start holding area unless directed by officials not to do so.
- 3.16.2 In the event of any Session being cancelled/stopped and unable to be started/restarted, then the final positions (results) will be confirmed at the discretion of the Clerk of the Course in consultation with the Judges. Points will be allocated as applicable by the championship organisers.
- 3.16.3 Should a session be cancelled/stopped, the session will only be started/restarted at the discretion of the Clerk of the Course.
- 3.16.4 Any driver who causes a red flag incident will be required to return to the pits/paddock and have their car inspected by the championship scrutineers. They may be allowed to return to the track during the session in which the incident took place at the discretion of the Clerk of the Course.

### 3.17 Results

- 3.17.1 All results are deemed provisional until all vehicles are released by the Scrutineers after post event Scrutineering and/or after completion of any Judicial or subsequent Technical Procedures and signed as 'final' by the Clerk of the Course (which may be an electronic signature).
- 3.17.2 Force Majeure: In the event that a session cannot be completed, Championship officials will determine the best method to rank each driver and the event format will be adjusted accordingly. If an event is abandoned due to weather or unforeseen circumstances, Championship officials will determine the best method to establish a fair and appropriate set of results.

### 3.18 Signalling

- 3.18.1 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.

3.18.2 Should a competitor ignore the instructions given by an official's flag or light panel, the Clerk of the Course may take the appropriate action.

### 3.19 General Safety

- 3.19.1 Should any car have a technical failure on the track during a competition or practice, it will be removed from the track as quickly as possible so that its presence does not interfere with the competition.
- 3.19.2 It is strictly forbidden to drive in the opposite direction, unless it is approved by the Clerk of the Course as necessary for the car to be removed from a dangerous position.
- 3.19.3 Cars will be recovered from the track only by event officials. At the request of the Clerk of the Course, team members may be permitted to access the track and assist with the recovery only with the express permission of the Clerk of the Course.
- 3.19.4 **Except in case of fire, the driver should remain with the car to assist with its recovery.**
- 3.19.5 During practice and competition, drivers may only use the designated track and must always observe the rules of the Track regarding driving behaviour.
- 3.19.6 In a collision, breakdown, or other incident on the track, the track marshals will display 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.
- 3.19.7 The Clerk of the Course or 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.
- 3.19.8 Following an incident, the Chief Scrutineer may check a car to determine if it remains suitable for competition.
- 3.19.9 Refuelling may only be carried out in accordance with Motorsport UK Regulations S 9.3.4, Championship Regulations or the Final Instructions issued for each meeting. Refuelling is prohibited in the pit lane and within the holding/maintenance zones on the circuit.

### 3.20 Coronavirus protocols

- 3.20.1 Guidelines, practices and procedures have been put in place in order to reduce the spread of Covid-19. It is a requirement of entry that before attending every driver and team member must read and understand the information that has been issued by the championship, the venue and Motorsport UK. Failure to comply with the guidelines, may result in a penalty being applied, disqualification and being directed to leave the venue. Due to the ever-changing nature of the pandemic, details relating to each meeting will be issued in a pre-event bulletin.
- 3.20.2 Under the Motorsport UK Guidelines regarding Covid-19, a marshal will approach a stranded vehicle face on and at a safe distance to observe the OK (thumbs up) from the driver. In the case of no presented indication, the marshal will summon assistance and the session is likely to be stopped.

## 4. CHAMPIONSHIP EVENT PENALTIES

### 4.1 Infringement of Technical Regulations

- 4.1.1 Arising from post session Scrutineering:  
Penalty: Any vehicle found ineligible may be disqualified from that session.
- 4.1.2 Arising from post event Scrutineering:  
Penalty: Any vehicle found ineligible may be disqualified from the meeting.

### 4.2 Infringements of Non-Technical Motorsport UK Regulations and the Sporting Regulations Issued for the Championship:

As per current Motorsport UK Judicial Procedure Regulations.

- 4.2.1 For offences under Motorsport UK regulations C1.1.5 (driving in a manner incompatible with general safety and/or departing from the standards of a reasonably competent driver) and C1.1.6 (not obeying flag and light signals), the Clerk of the Course, at his discretion, may disqualify a driver from a session, round or meeting. This does not preclude the Clerk of the Course or Stewards of the Meeting to issue penalties in respect of other matters and the following list is not exhaustive:
- For an offence in any session: The loss of one or more position in Qualifying, the Semi Final or the Final for each offence.
  - For an offence in a session where the offending driver is not classified: May be referred to Championship Stewards for further action.
  - For a driver who has already been allocated a penalty during the course of a season, any subsequent penalty will have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.
  - Otherwise as per Motorsport UK Judicial Procedure Regulations and the provisions of these championship regulations.
  - For an offence in Qualifying: Disqualification of entry into following session(s).
  - For an offence in Qualifying, Semi Final or the Final: Disqualification from all results in the meeting.
  - Any behaviour judged dangerous on the track or in the surrounding areas (paddock, etc.), including:
    - Inappropriate speeds off the track
    - Any practice in unauthorised places, including the paddocks.
    - Anti-sporting behaviour.
    - Failure to respect the signaling and the orders issued by the officials and the marshals.
    - Technical non-conformity.
    - Doping infringements.
    - Failure to observe any important directives specified during the drivers' briefing.
    - Failure to respect the duties of the driver and/or his team.

- 4.2.2 The judgment of a Judge of Fact shall be carried out by the system of point-addition or point-deduction in relation to the judging factors. **No appeal may be lodged against the judgment of a Judge of fact.**
- 4.2.3 **Any on and/or off circuit incidents involving a driver and/or team member(s) may be investigated by the Clerk of the Course. The outcome of the investigation may result in a points deduction penalty or even a disqualification, during or after the event.**
- 4.2.4 Drugs and alcohol. See Motorsport UK Anti-Doping regulations: D25.1.14, D35, G15.1.4 and H38.1
- 4.2.5 Protests must be submitted in accordance with General Regulation C5 of the Motorsport UK Yearbook.
- 4.2.6 Appeals must be submitted in accordance with General Regulation C6 of the Motorsport UK Yearbook.
- 4.2.7 **In order to maintain standards of conduct on and off the circuit, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.**
- 4.3 Social Media and Competitor Behaviour**
- Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, Club Time Attack and its competitors and teams should reflect the impact social media has.
- 4.3.2 In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or Club Time Attack into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.
- 4.3.3 Competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do so.
- 4.3.4 Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship.
- 4.3.5 All rules and guidelines issued to manage and control the spread of Covid-19 must be adhered to. Failure to do so will result in expulsion from the venue and a penalty may be applied to the driver associated with this breach of rules

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the specified format of the Motorsport UK and it should be clearly understood that if the following regulations do not clearly specify that you can do it, you should work on the principle that you cannot. If no class is specified, then the regulation shall apply to all competing vehicles.

### 5.2 General Description

- 5.2.1 The Motorsport UK Drift Pro Championship is open to cars of any recognised manufacture or have a body profile that has previously been available as a production vehicle.
- 5.2.2 Cars must have four wheels and be rear-wheel-drive.
- 5.2.3 Cars must only have one engine.
- 5.2.4 Electric and Hybrid powered vehicles are eligible to take part provided they comply with all motorsport regulations and safety criteria issued for these types of vehicle.
- 5.2.5 **Open top (convertible) cars must have hard tops bolted in place.**
- 5.2.6 Any modifications to the chassis/body not covered in these regulations must be submitted for pre-approval of the Championship Scrutineer.
- 5.2.7 **Vehicle weight: Minimum 950kg. Maximum 1500kg. Refer to Championship Regulation 5.6.7.**
- 5.2.8 Throughout the event, cars must be presented in a manner that represents the championship. Organisers reserve the right to refuse entry if a car does not comply or, if in their opinion, the standard of preparation is not to an acceptable standard.
- 5.2.9 **All relevant parts of the current Motorsport UK Yearbook Section J 'Competitors: Vehicles' and K 'Competitors: Safety' will apply. Where an item is listed as 'free' Sections J and K will still apply**
- 5.2.10 Competitors are responsible for declaring all modifications for approval by the championship organisers. The eligibility and the allowance of unclassified modifications will be confirmed following consultation. The Championship Organisers' decision will be final, notwithstanding a competitor's right to appeal.
- 5.2.11 A Balance of Performance system may be introduced to generate closer competition.
- 5.2.12 A Motorsport UK logbook system may be introduced.

### 5.3 Examination of Vehicles

- 5.3.1 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right to designate competing cars for special eligibility scrutineering at any point during an event. Upon such selection being made, the competitor shall place the car in the control of the Organisers to allow for scrutineering, examination, sampling and testing to be carried out and the car will be considered to be under Parc Ferme conditions. The Organisers have the right to: Examine the car at the circuit for such period as they may reasonably require and/or:
- a: Seal the car and/or its components so that the competitor - at their own expense - can present the car for a detailed inspection at

another location chosen by the Organisers, within a specified period and/or remove the car to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

Seals must not be broken from the time of application until the time of the inspection. If a seal is found to be broken without the scrutineer being present, a penalty will be applied as set out in section 4 of these regulations.

b: The stripping of an engine or any other component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at their expense for labour, parts and consumable materials.

5.3.2 The Organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a Regulation infringement or circuit incident.

5.3.3 Competitors will be personally and solely responsible for ensuring their cars comply with the details provided when registering and with these regulations. Failure to comply in either respect will be deemed a breach of these Regulations. Queries concerning eligibility should be referred in writing to the Coordinator/Championship Scrutineer at least seven days prior to entering an event, to allow time for a ruling to be made.

## 5.4 Safety Requirements

The following articles of Motorsport UK Regulation Section K Competitor Safety regulations will apply:

### 5.4.1 Safety Rollover Structures - Motorsport UK Regulation K 1

A roll cage is mandatory to Motorsport UK Regulation K 1 minimum: drawing 5, 6, 7 or 8, with door bars drawing 12 (g, h or j).

Cars fitted with ROPS compliant to FIA App J Art.269 (incorporating 'NASCAR' style doorbars) are permitted.

### 5.4.2 Seats/Seat belts - Motorsport UK Regulation K2

A competition drivers' seat with lateral support is mandatory.

Seat belts: A five-point (minimum) harness, in-date, with central fastening/release buckle to Motorsport UK Regulation K2 is mandatory.

### 5.4.3 Fire Extinguishers - Motorsport UK Regulation K3

Minimum requirement, Motorsport UK Regulation K 3.1, plumbed-in extinguisher applies.

All cars must carry an additional 1.75-litre (minimum) foam extinguisher fitted in an accessible position.

### 5.4.4 External Circuit Breaker - Motorsport UK Regulation K8

Vehicles must be fitted with an internal and externally operated circuit breaker: Motorsport UK Regulation Section K.

### 5.4.5 Personal Driver Equipment

Crash helmets must be in accordance with Motorsport UK Regulation K 10.

FIA Homologated overalls are compulsory. Motorsport UK Regulation Section K 9.1.1 applies.

Racing boots and gloves are compulsory and must be in accordance with Motorsport UK Regulation K 14.3.

Fireproof underwear and balaclavas are recommended and, if worn, must be in accordance with Motorsport UK Regulation K 14.3.

Competitors must use a FHR (Front Head Restraint) device that must be fitted in accordance with Motorsport UK Regulation K 10.4.

## 5.6 Structure of Vehicle (see regulation 5.2)

### 5.6.1 Bodywork/Chassis

Cars must retain the original chassis/bodyshell.

Body panels may be replaced with alternative material but must retain a shape similar to that of the original.

Space framing may be carried out when it extends outwards from the subframe mountings. However, the outward-facing profile of the bodywork must not be changed from that of the original and therefore, tubing cannot extend beyond the limits of the bodywork.

Subframes may be modified.

The chassis may be modified to accommodate a subframe assembly if the original vehicle was not fitted with one.

Suspension mounting points may be moved by 25mm (maximum) from that of the original point to accommodate modified components.

Strengthening is permitted.

Front bulkheads/firewalls must be intact, with holes filled, manufactured in steel and may not be moved back further than the leading edge of the windscreen or the vertical plane of the crankshaft-side of the flywheel.

Transmission tunnels must be retained and may be modified.

Unwanted brackets and fittings may be removed.

If, in the opinion of the scrutineers, a bodyshell has been modified to an extent that may cause a structural weakness, the car will not be permitted to take part until further checks have been carried out in order to establish the integrity of the bodyshell. Competitors are therefore advised to check with the scrutineer before carrying out any weight-removal modifications.

Wheel arches may be modified.

Aftermarket body kits and aero may be fitted in accordance with championship regulations.

Bonnet vents or apertures must be covered by a grille, mesh or moulded scoop.

Bonnet latches must be removed and retaining pins must be fitted.

Bumper support/fixing bars are permitted. They must be attached to the chassis or inner arches.

**A one-piece front-end (flip-front nosecone) is prohibited.**

### 5.6.2 Windscreen and Windows

Glass windscreens must be of laminated type.

Windscreen wipers must be retained and be in working order.

Windscreen areas must be kept clear, other than for championship decals, orange disk (see regulation 5.11.2) and driver's name.

Glass sunroofs are not permitted as per Motorsport UK Regulation Q 19.14.6

Tinted windows are allowed subject to Motorsport UK Regulation J 5.2.10.

Clear Polycarbonate that is no less than 4mm thick, unless specified in homologation paperwork, may be used to replace the windscreen, side and rear windows. An opening hatch large enough to accommodate an extended arm must be located in the driver's window.

If glass side and rear windows are retained, protective film must be applied. A driver's window net may be used.

### 5.6.3 Mirrors

An internal mirror and external door mirrors must be fitted.

### 5.6.4 Towing Eyes

Substantial towing eyes must be securely fixed to the main structure of the vehicle within the confines of the body, front and rear, to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted in a contrasting bright colour ('Day-Glo' red, orange or yellow) or have their position clearly indicated.

### 5.6.5 Aerodynamic Modifications (Aero)

Section J of the Motorsport UK Yearbook applies, subject to the following:

Rear wings should not protrude by more than 100mm above the roof or from the rear of the car and be no wider than the car itself. Additional aero (including extended wheel arches) should not protrude more than 100mm from the car, measured at the sides from a point on the waistline directly below the door mirror and from the standard bodywork/bumpers at the front and rear of the car.

Active aero is permitted. Flat floors are permitted.

No part of the front or rear wheels or tyres should be visible when viewed from above, other than through vents or grilles.

No aero devices can be located above the bonnet of the car.

### 5.6.6 Dashboard and Interior

Dashboards are free, although a full-width dashboard top is preferred.

Airbags and supplementary restraint systems must be removed.

Carpets, headlining, rear seats, other fabric trim and sounds reducing materials should be removed.

There must be no loose items.

There must be no sharp edges. Door cars are recommended, but not compulsory.

### 5.6.7 Vehicle Weight

#### 5.2.7 The minimum weight is 950kg. The maximum weight is 1500kg

Ballast is permitted. The maximum allowable ballast is 25kg. Ballast must only serve the specific purpose of adding weight to the vehicle. Ballast must only be mounted between front and rear axle. Ballast Blocks must weight no less than 5kg 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 5kg, attached to the chassis. No weight shifting devices are allowed, including but not limited to hydraulic, pneumatic or electronic devices.

## 5.7 Engines and mechanical components

### 5.7.1 Engines

Engines are free.

Hybrid and electric-powered vehicles will be considered, subject to Motorsport UK regulations.

ECUs are free.

### 5.7.2 Cooling System

The cooling system is free. If coolant lines run inside the car, they must be coloured red: J5.10.1 and 5.10.2 applies.

### 5.7.3 Induction System

The induction system is free.

### 5.7.4 Exhaust System

Exhaust systems are free. However, the exit must be at the back or side of the car and may not be directed to the wheels. Motorsport UK Regulation J 5.16 applies.

The maximum noise level is 105db. Refer to Motorsport UK Regulation J 5.17 and J 5.18. In some cases, venues may impose a lower limit. If so, this change will be detailed in the Final Instructions or via a competitor bulletin.

Side exit exhaust outlets may not be more than 20cm above the lowest point of the vehicle floor. Screamer pipes are not allowed.

### 5.7.5 Breather system

Unless the standard breather system is retained, a 2-litre catch tank must be fitted.

## 5.8 Suspension, Brakes & Steering

### 5.8.1 Suspension

Suspension is free. Mounting points may be moved by a maximum of 25mm.

The minimum ride height is 40mm at any point on the car at all times, with the driver seated in the car.

### 5.8.2 Brakes

A front-to-rear, driver-operated bias system may be fitted.

Secondary handbrake systems that operate on the rear-wheels only may be fitted.

All brake and clutch cylinder reservoirs must be fitted outside of the passenger compartment, or be protected by a sealed fire-proof panel if fitted inside.

### 5.8.3 Steering

Steering is free. However, steering locks must be removed.

## 5.9 Wheels & Tyres

Controlled TBC must be used on the rear.

Front tyres are free.

The use of tyre warmers is not permitted.

Tyre softening chemicals or surface coatings may not be used.

The cutting or grooving of tyres is not permitted.

Innertubes, moose and other types of filling are not permitted.

Wheels must be automotive-type suitable for street use.

Minimum wheel size: 15 inches (unless originally equipped with smaller wheels and the 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; it is the length of the engagement between the stud and lug determines permissibility.

Steel wheel bolts/nuts must be used (not aluminium).

Automotive-type wire, centre lock or mono lock wheels are prohibited.

Bead locks, wheel screws and any means of any kind of attachment between the wheel and tyres are prohibited.

Wheel spacers may be used, but must not exceed 25mm in width.

If 15" wheels are fitted: 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.

## 5.10 Transmission

### 5.10.1 Gearboxes & Drivetrain

Gearboxes and drive-train specification is free.

Cars must be rear-wheel-drive only.

Cars must be fitted with a functioning reverse gear. Motorsport UK Regulation J 5.11.2.

### 5.10.2 Driveshaft Loop

Driveshaft loops are mandatory. Each end of the driveshafts must have a loop with a 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 U-joint failure.

## 5.11 Electrics

### 5.11.1 Exterior Lighting

All lights must be functional and can be replaced with LEDs.

Front and rear brake light strips may be fitted. If fitted, they must remain fully operative at all times during competition and be connected to the vehicle's existing brake light system and be located in a position where it remains visible at all times.

Glass headlamps must be protected against breakage by tape or film.

### 5.11.2 Battery

Batteries may be re-located. Only gel-type racing batteries may be located in the passenger compartment.

### 5.11.3 Cut off Switch

Vehicles must be fitted with an externally operated circuit breaker having positive ON-OFF positions clearly marked. Motorsport UK Regulation Section K. The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated with safety harness fastened.

### 5.11.4 Ignition System

Ignition system is free.

### 5.11.5 Starting System

Electric starting systems must be functional.

### 5.11.6 Windscreen Wipers

Windscreen wipers must be operational and effective.

### 5.11.7 On Board Cameras

Motorsport UK regulation J.5.21 applies.

## 5.12 Fuel Tank, Systems and Fuel

### 5.12.1 Fuel Tank & Systems

Fuel systems and tanks are free. A fireproof bulkhead or sealed section must separate the tank from the passenger compartment.

Fuel cells may be fitted. If so, they must comply with Motorsport UK regulation K 4.1 – K 4.3 and be within date.

If fuel lines are routed inside the passenger compartment, then braided hoses must be used.

### 5.12.2 Fuel

Commercially available petrol, diesel, E85 Bio Ethanol and race fuels can be used. Nitrous Oxide and additives are permitted.

Vehicles running on non-pumped fuel: Bio Ethanol, Nitrous Oxide and Methanol and other additives, must declare as such to the scrutineer at each meeting and display a 3" diameter orange disk by the side of the competition number, wherever it is displayed.

Methanol MUST NOT be brought to the circuit in its pure form.

Any vehicle using methanol must include a Motorsport UK approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

### 5.12.3 Nitrous Oxide

Only commercially available Nitrous Oxide is permitted.

A maximum of one Nitrous bottle limited to 20lbs is permitted. If installed in the driver compartment, the 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 warmers are accepted. Any other external heating of the bottle is prohibited.

All vehicles using a bottle of nitrous oxide must display the appropriate N<sub>2</sub>O green sticker alongside the orange sticker (as per 5.12.2) next to competition numbers. 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.

#### 5.12.4 Fuel sampling

Competitors may be asked for fuel samples. These must be provided. To this end, competitors should fit dry-break couplings as close to the fuel rail as possible in order for sampling to be carried out safely and efficiently. See Motorsport UK regulation J 5.13.7 and J 5.13.8.

The championship does not accept liability for any engine malfunction, changes in performance or outcome of the results, howsoever caused.

Competitors found breaking fuel regulations will be subject to a penalty as deemed appropriate by the Clerk of the Course and the Stewards as set out in these regulations.

#### 5.13 Competition Numbers/Decals

5.13.1 Competition numbers will be allocated when entries are accepted and will be retained by the competitor for the whole season.

Numbers must be positioned on both sides of the car and on the front screen (Appendix D). The numbers for each rear side window, shall be:

(i) a minimum of 200mm high

(ii) with a stroke width of at least 20mm.

In addition, the windscreen of display the competition number positioned on the upper area of the passenger's side of the windscreen.

5.13.2 No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified in Motorsport UK Regulation Q 19.2.2.

5.13.3 All Championship decals and race numbers will be supplied at the start of the season by the organisers and may be updated during the season as required.

5.13.4 To qualify for points and awards it is a Championship requirement that all cars must carry decals in the designated positions for all sessions (Appendix D). If it is not possible for decals to be positioned exactly as per the plan, competitors must contact the Championship Coordinator to gain approval for the decals to be moved.

5.13.5 Blank number plates must be fitted to the front and rear of the car for the purpose of carrying championship decals. These should be standard UK size (520mm x 111mm) and positioned as close as possible to the original locations. Actual vehicle number plates are not required. If it is not possible for plates to be fitted, then championship decals should be affixed clearly in a similar position

## 6. COMMERCIAL REGULATIONS

The terms of the Commercial Regulations are designed to form a contract between the Championship Promoters (Time Attack Limited.) and the entrant. Registration and entry into the Championship is conditional upon the entrant meeting these conditions. Any breach of the Commercial Regulations may render the entrant ineligible for competition, points, awards and/or participation in the Championship. The onus to ensure that all team personnel are aware of and comply with the requirements of these Commercial Regulations, is that of the entrant.

#### 6.1 Registration and Entry

6.1.1 Registration fees must be paid in full by the due dates. Entries will not be accepted until full payment is made.

6.1.2 Application forms will be recorded in date order of completed entry received.

6.1.3 Entries will be accepted from 1st January 2022.

6.1.4 The entrant/driver is responsible for advising the Championship Co-ordinator of any changes to their entry in writing at least seven days before the meeting.

6.1.5 If a full-season entrant wishes to withdraw from one or more of the meetings, they must inform the Championship Co-ordinator in writing at the first opportunity and at least ten days before the event, unless unforeseen circumstances prevail. Failure to do so may result in a penalty being applied.

6.1.6 If a full-season entrant wishes to substitute another driver for the driver nominated on the Entry Application Form, they must apply in writing to the Championship Coordinator.

6.1.7 If a competitor withdraws from the championship for whatever reason, no refunds for deposits or payments made will be given (unless exceptional personal circumstances prevail). If payments are not made on time, then the competitor's entry and all championship points will be revoked.

6.1.8 If an event has to be cancelled due to circumstances beyond the organiser's control, such as Covid-19, competitors will be advised of the situation regarding a credit or refund.

#### 6.2 Commercial Rights & Obligations

##### 6.2.1 Intellectual Property Rights

The Intellectual, Commercial, Merchandising and Sponsorship rights of the Motorsport UK Drift Pro Championship are the property of Time Attack Limited who owns the rights to the championship logos. Competitors and associated parties must acknowledge this intellectual property belongs to Time Attack Limited and must not use the brand in any way or form whatsoever - including the use of logos - without written consent of Time Attack Limited. Failure to observe this requirement will result in legal action being taken.

## 6.2.2 Sporting and Organisational Rights

The Sporting and Organisational Rights of the Motorsport UK Drift Pro Championship are the property of Time Attack Limited. These rights may not be assigned to any other party or person without their written agreement.

## 6.2.3 Television Coverage

All on-board TV cameras must be under the control of the film production company appointed by Time Attack Limited. The physical installation of the equipment must be safety checked and signed off by the Safety Scrutineers. All footage recorded by a competitor using their own installation should be made available to Time Attack Limited and the nominated film production company if requested to do so immediately after the conclusion of the event.

The footage collected from personal on-board cameras may only be used by the team and driver with the Championship's approval. Requests for event footage required for commercial usage by a team, driver or sponsor will be reviewed on a case-by-case basis by the Time Attack Limited, where an appropriate rights fee may be applied.

No strategically placed advertising that is visible to an on-board camera – on the car or driver - will be allowed.

## 6.2.4 Television Rights

Time Attack Limited, through their nominated film production company, have exclusive broadcast, recording, cable, satellite, digital, video, internet, mobile and interactive rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor and any other team member(s) in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters, which may then be used at the discretion of the Championship Promoters.

## 6.2.5 Press / Media Interviews

Everyone connected with the Championship is expected to promote the highest ideals of the Motorsport UK Drift Pro Championship at all times. No person connected with the Championship shall bring it into disrepute by means of a statement or communication to the press, media or social media, which may be considered negative or demeaning. Competitors are obliged to assist in promotion of the Championship by granting interviews when requested and are expected to comply with any other reasonable requests regarding promotion. The Social Media guidelines issued by Motorsport UK shall apply (see Appendix D).

## 6.2.6 Autograph Sessions

From time-to-time, autograph sessions for the public to meet the drivers may be arranged. It is a Championship requirement that drivers attend wearing race overalls in the proper manner - ie: not with sleeves tied around the waist.

## 6.2.7 Public Interaction

The nature of the Motorsport UK Drift Pro Championship is to promote interaction between the public, competitors and teams. It is a Championship requirement that cars and pit areas are presented in a neat and tidy manner.

## 6.2.8 Non Championship / Promotional / Demonstration Events

From time-to-time non-Championship or Promotional Events may be arranged during the season, which may include track demonstrations and / or static displays. Reasonable cooperation is expected and appreciated.

## 6.2.9 Responsibility

All drivers, entrants, teams and officials undertake on behalf of themselves, their employees, their representatives and their agents to observe the provisions of these Regulations and to promote the highest ideals of motorsport in general. It is the specific responsibility of the entrant to ensure that all persons within the team observe these requirements. Any person connected with the Championship who is deemed to have brought it into disrepute, will cause the competitor and/or team concerned to be liable to disciplinary action as appropriate.

## 6.2.10 Personal behaviour

All drivers and team members are required to behave responsibly when representing the Championship both at and away from events. Consideration should be given to the family nature of the events and teams are expected to set a good example. This includes aggressive or unacceptable personal behaviour, the use of bad language in public, the consumption of tobacco, alcohol and drugs and compliance to Covid requirements. A breach of this regulation in the opinion of the Organisers may result in the removal of the offending person(s) from the venue, with penalties and fines being issued to the associated driver.

## 6.3. Vehicle Livery and Championship Decals

### 6.3.1 Championship and Sponsor Decals

It is a commercial requirement of all competitors to ensure that the correct Championship decals and its official sponsors' decals are in place and positioned correctly on the competing car (See Appendix E). Failure to comply with this regulation will result in a penalty being applied, the loss of championship points and possible disqualification. The correct application of the Championship decals is the responsibility of the competitor. See regulation 5.13.

### 6.3.2 Contesting non-Championship events

Competitors must inform Championship Organisers at least 48-hours in advance if they intend to enter a non-Championship event with Motorsport UK Drift Pro Championship decals in place. Championship Organisers reserve the right to request that all Championship stickers are removed before taking part in the non-Club Time Attack organised event, whether the car is to participate in competition or as a static display. Replacement decals will be provided and may have to be purchased. Competitors must comply with the decision of the Championship Organisers. Failure to do so will result in a penalty being applied, or disciplinary action being taken.

## 6.4 Vehicle and Team Presentation

### 6.4.1 Hyper Paddock

Organisers will create a high profile zone within the paddock that will include individual team awnings, display areas and an interactive public zone. It is a requirement of entry that teams set-up and display their cars in this area in the manner stipulated by Championship Organisers. Full details and plans will be provided in the Final Instructions.



#### 6.4.1 Competing Cars

Competing cars must meet the high standards required commensurate with, in the eyes of the organisers, the high standards and prestige of the Championship. Championship Organisers reserve the right to refuse entry and/or forbid further participation if the condition of the car and team presentation does not meet these standards.

Throughout the event, cars must be clean and presented in good order and in a manner that represents the championship.

Organisers reserve the right to refuse entry if a car does not comply or, in their opinion, the standard of preparation is not to an acceptable standard.

Cars must be presented at the event with no visible damage.

Bumpers and panels must be in place for all runs. Failure to do so may result in a competitor not being able to carry out a run. If the damage was sustained during run one, Organisers will decide whether the car may take part in run two.

Spare body panels must replicate those fitted to the car in terms of shape and colour/livery.

#### 6.4.2 Support Vehicles

At the start of and during each event, team support vehicles must be clean and presented in good order in a manner that represents the status of the Championship. Organisers reserve the right to forbid support vehicles not meeting this requirement from being present and/or to remove them from the paddock.

#### 6.4.3 Driver Attire

Organisers reserve the right to specify reasonable clothing requirements for drivers at awards ceremonies and other promotional occasions. For podium presentations, drivers must wear their racing overalls, zipped up and with belts (where applicable) fastened.

#### 6.4.4 Team Clothing

Teams are to ensure that their representatives are dressed and presented in a smart and professional manner and in keeping with the high standards and prestige of the championship and not cause offence.

Championship Organisers have made provision for teams to purchase clothing at special rates.

#### 6.4.5 Working Areas

Championship Organisers reserve the right to refuse entry and/or forbid further participation if a team's pit garage or paddock area does not meet the minimum safety or presentation standards that are expected.

Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.

### 6.5 Parking

6.5.1 The Paddock areas are intended to be working areas for the preparation of competition cars. No other vehicles should occupy this space.

6.5.2 The Championship Coordinator will produce a paddock area plan that will be sent to competitors with the Final Instructions. It is the responsibility of the team to ensure they park and set up in the correct area. Failure to do so will result in them having to move.

6.5.3 It is the responsibility of the team to advise the Championship Coordinator of any special requests regarding the size of the area required or the location of their area in respect of another team. These requests will be endeavored to be met, although reasonable understanding and cooperation is expected when space is at a premium.

6.5.4 One support vehicle will be allowed within each team's allocated space. Trailers and private vehicles must be parked in the designated areas. Any team found breaching this requirement will be asked to move their vehicle(s). Failure to do so will result in a fine of £50 + VAT and a penalty applied against the driver of the competing car.

6.5.5 Other areas outside of the paddock may be specified for the parking of team motorhomes and private cars in accordance with the requirements of the venue.

6.5.6 Competitors may be issued with specific times to arrive, park and set up. Arrival outside the set periods is allowed only with the specific approval of the Championship Coordinator.

### 6.6 Pit and Paddock Responsibilities

6.6.1 A maximum speed limit of 10 mph will be imposed in the Paddock at each venue. The only permitted movement of competing cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé - unless specifically requested by the Organisers or Scrutineer. At all times the car must be under the control of a licenced driver correctly seated.

6.6.2 Any motorised team vehicles (including Quad bikes) must only be used by persons holding an appropriate licence and must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden.

6.6.3 Tailgates on transporters must remain closed unless cars and equipment are being loaded/unloaded and whilst open must be attended at all times by a team member. Tailgates must not be opened across circuit roadways at any time.

6.6.4 Access ways, fire lanes and emergency exits must not be blocked or impeded by team vehicles or equipment at any time.

6.6.5 Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.

6.6.6 Barbecues and naked flames must not be used in the pit garages or working areas. If used in the open paddock, extreme care must be taken and fire extinguishers must be in place and readily accessible.

6.6.7 Any team not adhering to these paddock responsibilities will be penalised and fined accordingly.

### 6.7 Hospitality

6.7.1 Hospitality and entertaining by the team for the provision of food and drink to anyone other than team personnel is strictly prohibited. All requirements that fall into this category must be arranged in advance with the Championship Organisers. Any team that does not apply for permission will be fined accordingly.

6.7.2 Any external catering companies will need to apply for accreditation and permission in advance from the Organisers.

## **6.8 Infringements of Commercial Regulations**

- 6.8.1 Time Attack Limited reserves the right to impose an appropriate penalty on either a team and/or a driver should there be an infringement of these commercial regulations or an infringement relating to the visual representation of the team, its race vehicles, support vehicles, associated persons, including items issued by the Championship Organisers.
- 6.8.2 The Championship Promoters may issue financial penalties at a rate of £250 +VAT per instance for infringements relating to:
- Television, filming and intellectual property
  - Adverse press, social media and broadcasting activity
  - Livery and championship decals (see Appendix C)
  - Presentation of car driver and team
  - Podium and promotional presentations
  - Paddock etiquette and adherence to venue regulations
  - Personal conduct - in person and on-line
  - Bringing the championship into disrepute

## APPENDIX A - JUDGING CRITERIA

The judging panel consists of three judges, one of whom is appointed as Head Judge who is responsible for the driver's assessment protocols and maintains communication with the Clerk of the Course 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. 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.

Judges responsibilities shall include:

- Determining the course layout, in cooperation with the Clerk of the Course
- The allocation of scores based on the judging criteria
- Providing feedback to the Competitors during 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
- Analysing specific complaints or queries

### Qualifying

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)
- Style

### Tandem Battles

The judging criteria for tandem competition is:

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

The Judges will look for which driver performs better in the tandem battle. The Judges will watch both Run 1 and Run 2, comparing both lead runs to each other another and both chase runs to each other, allowing them to determine which driver won in each position.

### General

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.

### Decel Map

The Decel Map (see diagram) 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.

### Line

Drivers will be judged on their ability to adhere to the line stipulated by the Judges 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.

Further deduction examples:

- Missing zones & clips
- Partially filling zones

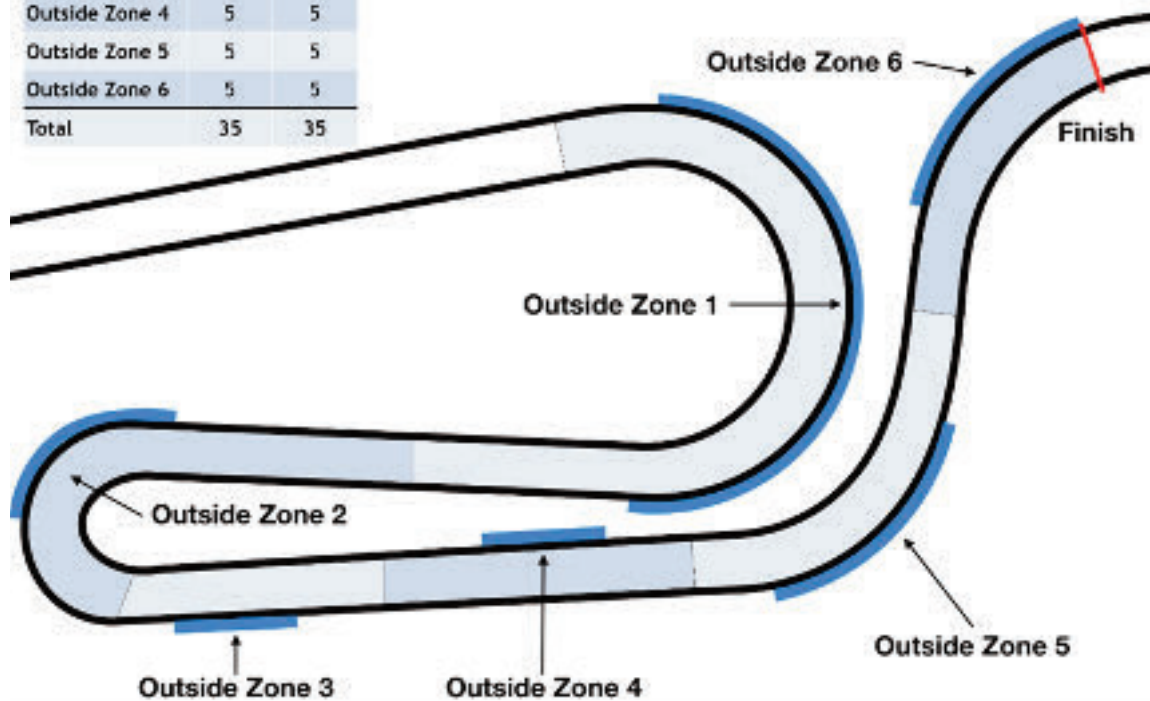
## Angle

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the Judges during the driver's briefings. Angle points will be divided into sectors (see diagram below) at each track.

Deduction examples:

- Lack of angle
- Corrections
- Double initiation

AREA	LINE	ANGLE	STYLE	
Outside Zone 1	10	10	Fluidity	15
Outside Zone 2	5	5	Commitment	15
Outside Zone 3	5	5	Total	30
Outside Zone 4	5	5		
Outside Zone 5	5	5		
Outside Zone 6	5	5		
Total	35	35		



## 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:

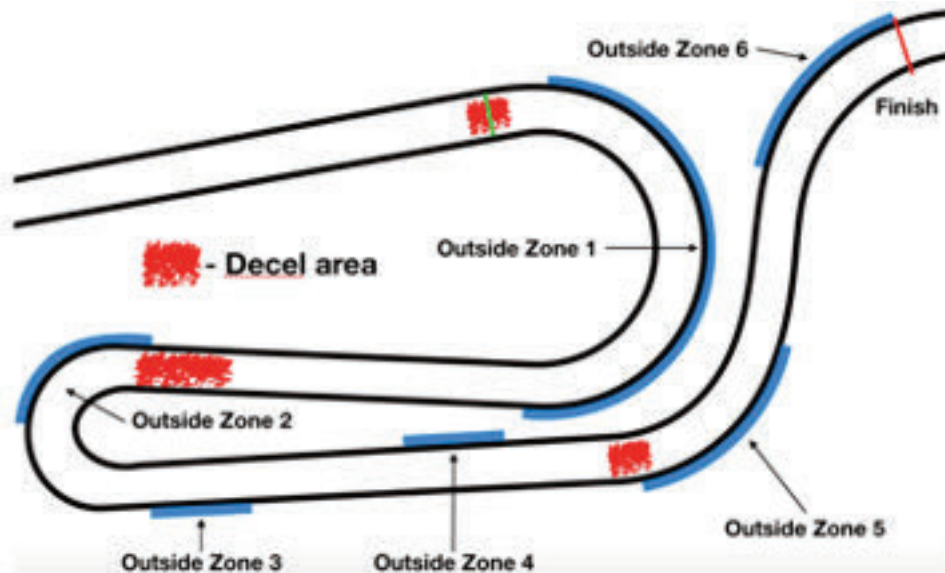
- Half of speed points awarded for achieving the target initiation speed. This target is a minimum speed to be achieved to gain the initiation speed points. Drivers may go faster, but will not be awarded with additional points.

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 (See diagram below).
- 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).



## APPENDIX B - DRIVER GOALS

### Lead driver goals

- Perform the equivalent of a 100 point qualifying run
- Fill all zones while on the designated line while achieving a high rate of angle
- Maintain momentum and only slow down if in a designated deceleration zones
- Perform a smooth and 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.

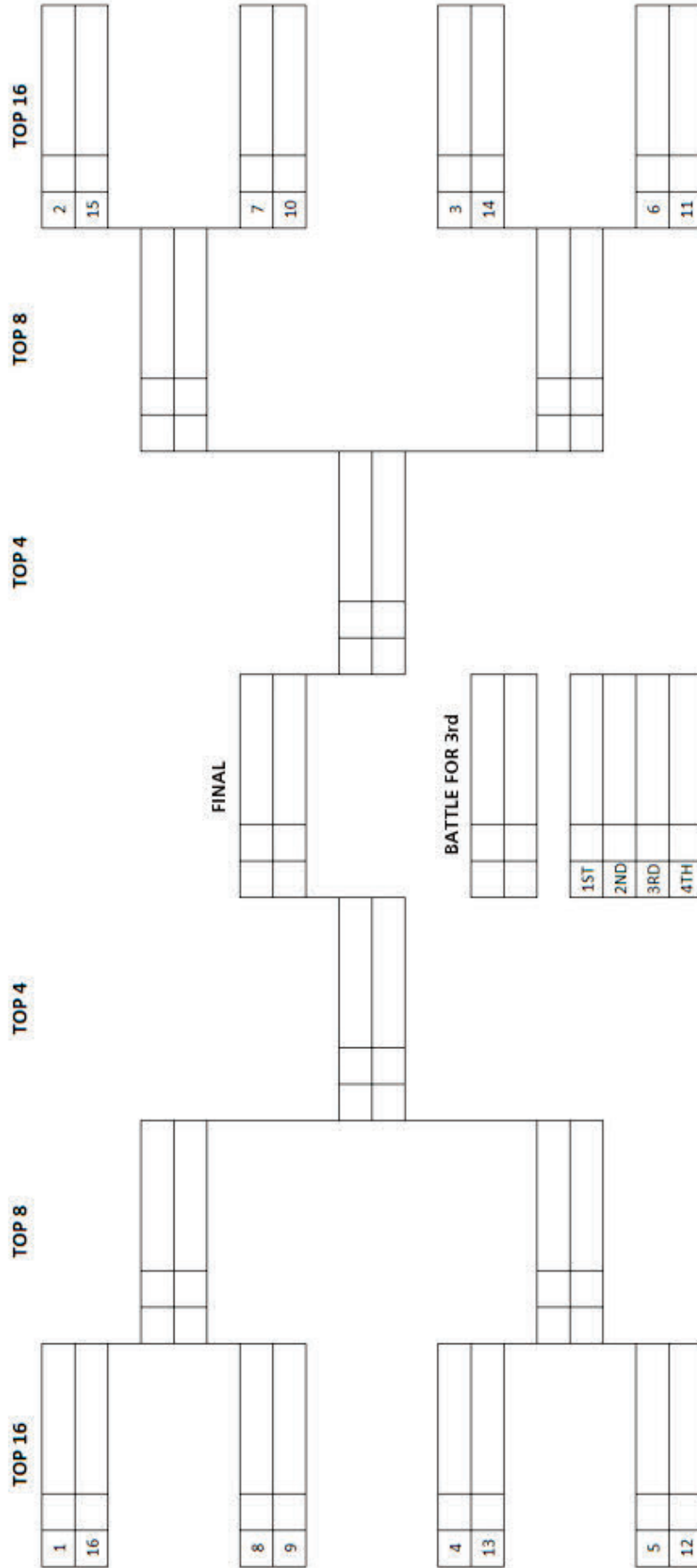
An un-chaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift. An unchaseable lead is always negative for the lead driver, but the degree to which Judges apply penalties can/will be dictated by the actions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

### Chase driver goals

- Initiate no later than the latest initiation point
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead drivers angle
- 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 with a smooth and flowing run 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.

**APPENDIX C - BATTLE ORDER TEMPLATE**



## APPENDIX D - GLOSSARY OF TERMS

<b>Bye Run</b>	A Bye Run is a non-judged qualifying run to prove that the mechanical condition of the car is ready for competition.
<b>Angle</b>	The difference between the course direction and the direction in which the car is pointing.
<b>Bobble</b>	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.
<b>Chaser</b>	The car that follows at the beginning of a tandem battle.
<b>Chaseable Lead</b>	<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"> <li>1. The lead driver maintains the dictated pace throughout the course.</li> <li>2. The lead driver generally adheres to the Decel map,</li> <li>3. The lead driver fills the majority of the outside zones and hits the inside clipping points.</li> <li>4. The lead driver dictates and expresses control throughout the entire course.</li> </ol> <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>
<b>Chicane</b>	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.
<b>Collision</b>	Is defined as when a car touches another car and/or part of the course and is interrupted in line and angle.
<b>Commitment</b>	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.
<b>Contact</b>	Is defined as when a car touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle.
<b>Correction</b>	When a driver uses the hand brake to adjust the angle or the line of their car when either are poor.
<b>Drifting</b>	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.
<b>Briefing</b>	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.
<b>Fluidity</b>	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.
<b>Inside Clipping Point</b>	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.
<b>Initiation</b>	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.
<b>Hot Pit</b>	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.
<b>Judges</b>	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.
<b>Latest initiation point</b>	Is the point at which the car must be sideways. It is marked by single standing cone in the "3, 2, 1" cone sequence.
<b>Lead</b>	The car that is leading at the beginning of a tandem battle.
<b>Line</b>	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.
<b>One More Time (OMT)</b>	Not applicable in this Championship.
<b>Opposite Drift</b>	When a car attains angle in the opposite direction of what is stipulated for that area of the course.
<b>Outside Zone</b>	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 the 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 judges, while the judges will score each car's angle as it passes by each of the clipping zones on- course.
<b>Pass</b>	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.
<b>Transition</b>	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.
<b>Unchaseable Lead</b>	<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"> <li>1. The lead driver varies pace unpredictably or not as described on the course.</li> <li>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.</li> <li>3. The lead driver missing the majority of the outside zones and/or inside clipping points.</li> <li>4. The lead driver is out of control or erratic throughout the course.</li> </ol> <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 E - DECAL PLAN**

DIAGRAM TO COME