

 **Castrol** *EDGE*
PRESENTS

EDC **EMIRATES DRIFT** CHAMPIONSHIP

FUELLED BY  **MONSTER**
ENERGY

2023/24 SPORTING REGULATIONS

EDC Sporting Regulations

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TITLE & JURISDICTION

The Emirates Drift Championship (EDC) is organised and administered by (EDC) and runs under the General Regulations of the hosting circuit or venue. It is sanctioned in accordance with the requirements of the Emirates Motorsports Organization (EMSO) National Sporting Code and incorporating some provisions of the FIA International Sporting Code.

Race Status: UAE National

GENERAL INFORMATION

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

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

COMPETITION DIVISIONS

1. COMPETITION PARTICIPANTS

A competitor is always the driver of a competition car authorized to start and any other person or team to act on behalf of a competitor would be called an Entrant and should have a valid Entrant License from EMSO or their home ASN .

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

Drivers must be in possession of a valid National Race License as a minimum and issued by an FIA affiliated ASN to score points or awards. Drivers with a license from other ASN's around the world may compete, but they must have PRIOR written start permission from their parent ASN to compete. The start permission should be presented to the event secretary during administrative checks.

2. COMPETITION CATEGORY

Driving with a controlled slide on the marked track, judged by judges. Only rear wheel driven cars can participate those competitions. EDC is divided in to 2 categories: STREET/ MODIFIED, and PRO.

2.1. DRIFT CATEGORY: STREET/MODIFIED (DC3)

Designed for complete beginners or intermediate drivers, category STREET/MODIFIED (DC3) is for those with limited or no experience in drift competitions. The cars must comply with the current technical regulations for the DC3 category. All drivers must hold an appropriate competition licence issued through their local ASN, according to the ASNs specific requirements.

2.1.1 EVENT FORMAT: STREET/MODIFIED (DC3)

DC3 Drivers championship, is based on points scored in Qualifying only, please refer to section 18.
For DC3 vehicle regulations, please read EDC Vehicle Regulations 2023//24.

2.2. DRIFT CATEGORY PRO (DC1)

The PRO (DC1) category is positioned as the premier level of drift competition and is for drivers with an appropriate level of Skill and Experience. All cars must comply with FIA DC1 Technical Regulations. All drivers must hold an appropriate competition licence issued through their local ASN, according to the ASNs specific requirements.
For DC1 vehicle regulations, please read EDC Vehicle Regulations 2023//24.

All International competitions will follow DC1 Regulations.

3. ENTRY PROCEDURE

Competitors should register for the competition in advance and in compliance with the procedure outlined by the individual organiser. Competitors wishing to enter the competition after the deadline has passed may be permitted to do so at the organiser's discretion and may be subject to a higher fee.

Only entries accompanied by a completed and signed form, valid competition licence and entry fee will be accepted. The organiser reserves the right to refuse the entry of any competitor stating the grounds for such a refusal.

Should an entered competitor fail to attend the event, it will be at the organiser's discretion whether to return any entry fee or whether to accept their entry at future events.

The organizer reserves the right to limit the total number of entries accepted for each competition.

COMPETITION OFFICIALS

4. COMPETITION OFFICIALS

The competition officials are appointed by the organizer in consultation with the EMSO and must possess a valid officials license from EMSO or their parent ASN . Officials must declare any conflicts of interests that may prejudice the performing of their roles and are bound to the EMSO Code of Conduct published in the EMSO National Sporting Code.

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

The following roles must be appointed and named in the specific event regulations:

- Clerk of the Course and/or Race Director,
- Event Secretary,
- Chief Scrutineer
- Judges.

4.1. CLERK OF THE COURSE AND/OR RACE DIRECTOR

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

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

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

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

4.2. EVENT SECRETARY

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

4.3. CHIEF SCRUTINEER

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

The Chief Scrutineer will have full authority over the national scrutineers. for all technical matters.

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

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

4.4. JUDGES

The judging panel consists of three judges, one of whom is appointed as Head Judge, specifically named in the Special Provisions for each Sporting Event. The Head Judge is responsible for the driver's assessment protocols and maintains communication with the Clerk of the Course, Race Director and Officials throughout the event. During qualifying, the Judges will independently assess each competitor's qualifying runs using the below criteria, which are then averaged for a possible total of 100 points.

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

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

- Angle
- Line (line is designated by clipping points, and outside zones)
- Impact.

The judging criteria for tandem competition are:

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

Judges responsibilities shall include:

- Determining the course layout before the competition, in cooperation with the Clerk of the Course and/or Race Director, _____
- Providing exact feedback to the Competitors throughout the competition,
- Determining responsibility for any contact/incidents on track.
- Analysing specific complaints or queries.

PENALTIES

5. PENALTIES

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

The following Penalties may be applied by the competition officials:

- Reprimand,
- Fine, or,
- Disqualification.

Any fine must be paid by the deadline stated in the decision. All fines to be paid to the ASN Steward.

GENERAL PROVISIONS

6. GENERAL PROVISIONS

As per Article 12, it is within the rights of the Chief Scrutineer to not permit a car to take part in a competition should it be deemed as unfit or dangerous. During the whole competition, the car must be in complete shape (including bumpers, bonnets, doors and other parts). Exception may be granted in the event of an accident, at the discretion of the Chief Scrutineer. No liquids may be leaking from the car.

7. COMPETITION NUMBERS AND ADVERTISING ON CARS

7.1. COMPETITION NUMBERS

7.1.1. The competitors shall have the right to select their starting number (ranging from 2 to 999) by making a request to the organisers. Numbers will be assigned on a first come first served basis. #1 will be reserved for any reigning champion who may use that or select another (if available).

If a request is not received from the competitor, their number will be assigned by the organisers.

7.1.2. Competitor numbers should be placed the windscreen and both sides of each car, with exact location and size to be determined by the event organiser.

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

7.1.4. The Organiser shall have the right to oblige the competitors to place additional advertisements on their cars, with the exact locations to be specified in the Regulations.

7.2. ADVERTISING ON CARS

All advertising on cars should not obstruct the driver's vision and must respect the EMSO National Sporting Code section 12.10 in regards to advertising sensitive content.

8. SAFETY

8.1. GENERAL SAFETY

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

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

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

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

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

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

Refuelling of a car must be performed with the utmost care and can only take place in the paddock area. While refuelling, the car must be turned off, driver removed from the car and a team member with fire extinguisher ready, should be present. Please refer to the drivers briefing for any additional venue specific refuelling regulations.

8.2. TRACK CONTROL

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

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

9. INSURANCE

The Organisers are not financially responsible for damage to the car, medical costs of competitors, or damage or loss to any equipment or infrastructure.

10. SIGNALIZATION

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

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

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

11. ADMINISTRATIVE CHECK

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

- Their original copy of Competition Driver's Licence, including a letter of start permission for foreign events if they are competing abroad,
- Their Team Entrant Licence, if appropriate,
- A completed Entry Form and evidence that they have paid the necessary Entry Fee for that Competition.
- Any other specific documentation that has been requested by the Organiser, or ASN

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

12. SCRUTINEERING

At a time and place mentioned in the event supplementary regulations and in a manner determined by the Chief Scrutineer, and prior to the start of competition, all cars and driver safety equipment must undergo scrutineering.

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

By entering the competition, the competitor certifies that:

- His or her car and personal protective equipment will remain in good condition and the same as stated on the Scrutineering check list throughout the entire event,
- The competitor will in fact use all safety and personal protective equipment noted on the Scrutineering check list and as required by the EDC Technical Regulations, and,
- If anything changes from what is stated on the Scrutineering check list, the competitor will immediately notify the Chief Scrutineer of the event.

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

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

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

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

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

COMPETITION

13. BRIEFING

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

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

14. PRACTICE

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

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

After the start of the competition, it is strictly forbidden to practice on the track outside the time of official practice sessions, as determined by the event timetable. It is also strictly forbidden to practice at other areas of the facility outside of the track during the competition period. Failure to adhere to these regulations will result in the competitor being referred to the Officials.

15. COMPETITION

The competition must be held on a track with at least four turns and must contain at least three scoring points (clipping zones and/or clipping points). The track length must be at least 400m and the track width must allow for tandem battles. Following practice, the competition will be divided into two sections - Qualification and Tandem Battles (using a bracket determined by the organisers).

Drivers competing in the DC3 category may only participate in qualifying, which will determine their final results.

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

16. START LINE PROCEDURE

The start line is located at the beginning of the course and may be marked by an Arch. It is the official starting point of each qualifying run and tandem battle. There is a flag or start light that is

activated by the start line Marshal, which signals when the car(s) can leave the start line. During both qualifying and tandem battles, there may be a cone chicane, as illustrated in Figure 1, which is designed to decrease the acceleration of the lead car, permitting the chase car to maintain proximity down the straight away leading up to the initiation point. If the lead driver hits one or more cones within the chicane during a tandem battle, and the judges deem the driver has gained an advantage, they will apply a penalty.

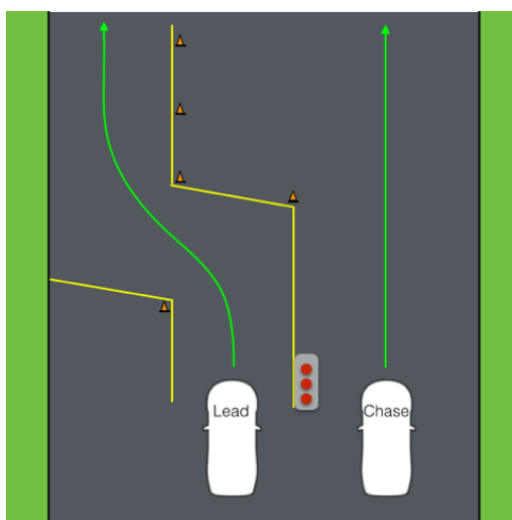


Figure 1

The lead car must start within one second after the start marshal signals to do so, either through a flag or a light. If the lead car starts before the marshal signal, or after the one second allowed, it will be noted by the Judges, and the competitor will carry a penalty through the run.

17. FINISH LINE PROCEDURE

The Driver must exit the judged track layout in a controlled way. The Judges will advise the drivers on how they should exit the course, to prevent collisions after the finish line.

18. QUALIFICATION

18.1. QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course in reverse order of current rank in the Championship (Qualification at the first competition of the season, or a non-championship event, should be ascending according to the starting number).

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

18.2. INITIATION DURING QUALIFYING

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 single standing cone. Figure 2 below.

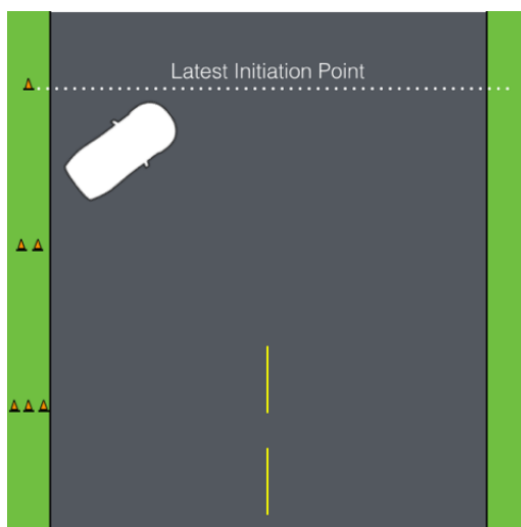


Figure 2

18.3. QUALIFYING SCORING

The competitors qualifying score is determined by deducting points for errors from a starting score of 100 points.

These deductions are achieved via the use of numeral keypads with -1, -5, -10 buttons. This system allows for real-time deductions without the judges taking their eyes off the vehicle.

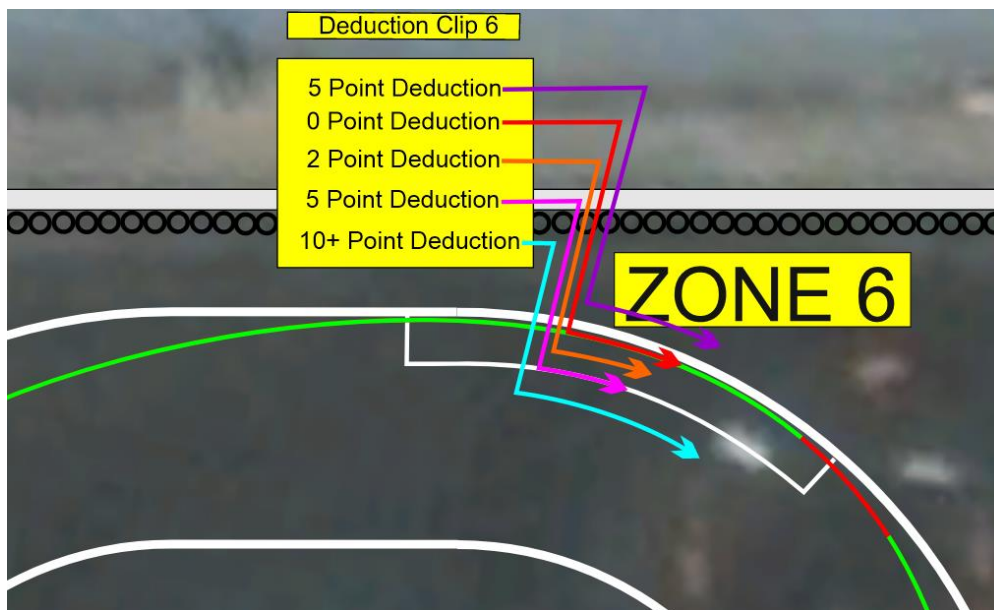
The three Judge's scores are averaged and inputted to the scoring system.

The deduction process for each round is explained in detail in the drivers briefing, below is a breakdown of the point deductions.

POINTS DEDUCTION ON INITIATION

| Initiation | |
|--|--------------------------|
| Clutch kick/ weight transfer well before the Start of scoring Zone line/ aggressive snap to angle/ Minimum deceleration----- | 0 Point Deduction |
| Dab of handbrake (during above)----- | 5 Point Deduction |
| Drag of handbrake, straight line entry----- | 10 to 20 Point Deduction |
| Initiating at Start of scoring Zone line.----- | 20 Point Deduction |
| Excessive deceleration before or during initiation----- | 5 to 20 Point Deduction |
| Off Line.----- | 10 to 20 Point Deduction |

POINTS DEDUCTIONS AT EACH CLIPPING POINT/ZONE



POINTS DEDUCTIONS AT EACH TRANSITION

| Transition | |
|--|-------------------------|
| On Throttle -No handbrake -No stall on angle -In the correct place | 0 Point Deduction |
| Dab of handbrake | 2 to 5 Points Deduction |
| Drag of handbrake -corrections to angle -stalling on angle -transition incorrect place | 10+ Points Deduction |

ADDITIONAL POINTS DEDUCTIONS

| Additional Deductions | |
|--|---------------------------|
| Decelerating in non deceleration zone. | -5 to 10 Points Deduction |
| Short straighten. | 10+ Points Deduction |
| Long straighten. | Zero Score |
| Short understeer. | 10+ Points Deduction |
| Long understeer. | Zero Score |
| One wheel off. | 5 Points Deduction |
| Two wheels off. | 10 Points Deduction |
| Three wheels off. | 20 Points Deduction |
| Four wheels off. | Zero Score |

18.4. QUALIFYING JUDGING CRITERIA

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

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

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

18.4.1. LINE

Drivers will be judged on their ability to adhere to the line stipulated in the driver's briefing. Points will be deducted for any deviation from this line.

18.4.2. ANGLE

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described in the briefing, points may be deducted for lack of angle or excessive angle.

18.4.3. IMPACT

IMPACT is separated into two components; Commitment and Fluidity.

Commitment

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

Fluidity

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

18.4.4. POINTS DEDUCTIONS IN QUALIFYING

- Putting a wheel off over the white line / track boundary.
- Missing Zones and clips.
- Short straightening /corrections/ understeer.
- Off line.
- Lack of angle.
- Off or partial throttle prior to initiation.
- Initiating beyond latest initiation point.
- Slowing outside deceleration zones
- 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).

18.4.5. ZERO POINTS IN QUALIFICATION

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

- A spin of a car between the start and end of a scored section of a track,
- Leaving a scored area of the track by all four wheels,
- Not initiating drift,
- Stopping car before finish line,
- Major straightening,

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

18.4.6. QUALIFYING TIE BREAKER

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

TIE BREAKER 1 Highest Qualifying Score

TIE BREAKER 2 Lowest Qualifying Score

TIE BREAKER 3 Championship Standing.

18.5. FORCE MAJEURE

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

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

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

19. TANDEM BATTLES

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

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

19.1. ELIMINATION FORMAT

The qualified drivers are placed into a standard bracket based on their qualifying position, usually a Top 32, Top 24 or Top 16. Template brackets can be found in Appendix 1.

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

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

In the event of a tire de-beading on the course, the car will not be permitted to continue with that tire. Tire changes will not be permitted during Five Minute rule unless de-beading has occurred or rim/tire damage due to a collision, deemed by the Judges, to be the other drivers fault.

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

19.2. TANDEM JUDGING CRITERIA

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

19.2.1. LEAD DRIVER GOALS

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

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

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

19.2.2. CHASE DRIVER GOALS

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

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

19.2.3. DECEL MAP

The Decel Map (Figure 4) 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.

19.3. TANDEM DEDUCTIONS

The following is considered a deduction in tandem:

- Short straightening / corrections / understeer,
- One to three wheels off,
- Missing clipping points / zones,
- Low angle,
- Off drifting line,
- Significant contact to clipping points, walls and barriers,
- Opposite drift.
- Not following the acceleration / deceleration zones.
- Low proximity to lead car.
- Low angle while chasing.
- Shallow chasing line.

The following constitute a zero in tandem:

- Spinning Out,
- Major straightening,
- Collision with the other driver that is considered "avoidable" or unsportsmanlike,
- A chase driver intentionally not chasing the lead driver after a zero was scored on the previous run,
- Performing an Illegal pass (results in a zero for the chase driver),
- Getting legally passed (results in a zero for the lead driver), or,

Once a driver scores a zero, the run is over and the other driver is not required to finish the run.

19.4. PASSING

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

- The lead driver must be offline or completely off course,
- The chase driver must carry sufficient angle and be on the qualifying line.
- The chase driver becomes the lead driver once the chase car has fully surpassed the lead driver's car.

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

19.5. TANDEM INITIATION PROCEDURE

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

- Initiation is open, (one movement) (One flick before initiating, no fishtailing).
- The lead car must initiate within their lane; the chase car may use the full width.
- The chase car may be slightly ahead of the lead after the chicane but must be behind the lead car's rear bumper when they initiate.
- During Battles both vehicles must be sideways as they pass the Start of Scoring Zone line.

19.6. TANDEM COLLISIONS AND CONTACT

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

19.6.1. LEAD CAR

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

19.6.2. CHASE CAR

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

19.6.3. AFTER CONTACT

- After contact both drivers must attempt to complete the run.
- If the Judges believe the lead driver deliberately spun their car after contact or stopped drifting, then they may apply penalties to that driver also.

19.6.4. DAMAGE DUE TO COLLISION

Once a collision has occurred, the Judges will ascertain fault. In some cases, damage sustained to the cars may require time to repair. Only the vehicle not at fault will be allocated (10 minutes) to repair their vehicle. (Competition Time out)

19.6.5. RUN 1 COLLISIONS

If a car cannot be repaired after a collision and was deemed not at fault during the incident, the Chief Scrutineer will verify that indeed the car is not repairable in time for the second run of that battle and pass the information to the judges, who will declare that driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two laps of the battle, he will not move on in competition.

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

19.6.6. RUN 2 COLLISIONS

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

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

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

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

19.7. CAR SERVICE DURING TANDEM

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

19.8. TANDEM REPLAYS AND TELEMETRY

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

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

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

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

20. FIVE MINUTE RULE

To maintain safety in the competition, teams may request a Five Minute rule in order to perform any necessary repairs. Five Minute rules are not to be used for strategic purposes.

A Five Minute rule is limited to five (5) minutes and each competitor can only request one (1) Five Minute rule per event, unless stated otherwise in the event regulations. A Five Minute rule may not be requested during the practice or qualifying sections of an event.

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

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

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

Tire changes will not be permitted during Five Minute rule. Tires are required to last for both battle runs. In the event that a de-beading or rim/tire damage has occurred due to a collision, the Chief Scrutineer can permit a tire change, if the de-bead was deemed the other driver's fault.

21. TANDEM BATTLES START PROCEDURE

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

21.1. BEFORE THE FIRST RUN OF A TANDEM BATTLES

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

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

Once a battle is called both drivers have two minutes to come to the designated burnout area when called by the CRO.

If a Driver is not ready to come to the designated burnout area due to necessary repairs to be carried out, the Competitor representative must declare the need for a Five Minute rule to the Chief Scrutineer, in accordance with Article 20.

If no Five minute rule is called, or already utilised, the other vehicle will be released once the two minutes has elapsed, and once has initiated will be deemed winner of that battle.

21.2. BETWEEN TANDEM BATTLE RUNS

After the first run of the battle, both Drivers must return to the start line immediately. When Drivers are at the start line, the same steps as outline in Article 21.1 must be followed in order to start the Second tandem.

If a Driver is not able to return to the start line immediately because necessary repairs must be carried out, the Competitor representative or Driver must declare the need for a Five Minute rule to the Chief Scrutineer, in accordance with Article 20.

The second Driver must remain at the start line or the hot pit for the duration of his opponent's Five Minute rule, the start line marshal will inform the driver of the waiting location.

22. COMPETITION CLASSIFICATION

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

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

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

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

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

Any driver who fails to record a score in qualifying should appear on the final results as "Not Classified" (NC)

23. COMPETITION POINT SYSTEM

In the event that the competition forms a single round of a Championship, Cup, Series or Trophy, the following Championship point's allocation is used, dependent on the format of event:

23.1. DC3 STREET/MODIFIED POINTS

| | | | | | | | | | | | | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|---------------|--|
| Position | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | Participation | |
| Points | 100 | 85 | 75 | 68 | 60 | 55 | 50 | 45 | 40 | 35 | 30 | 25 | 20 | 15 | 10 | 1 | |

23.2. DC1 PRO POINTS

Qualifying Scoring:

| | | | | | | | | | | | |
|-----------|----|----|---|---|---|---|---|---|---|----|---------------|
| Positions | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Participation |
| Points | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |

TOP 32/24/16

Battle results scoring: Top 32.

| | | | | | | | |
|----------|-----|----|----|----|--------|---------|----------|
| Position | 1 | 2 | 3 | 4 | 5 to 8 | 9 to 16 | 17 to 32 |
| Points | 100 | 80 | 64 | 56 | 48 | 32 | 16 |

Battle results scoring: Top 24.

| | | | | | | | |
|----------|-----|----|----|----|--------|---------|----------|
| Position | 1 | 2 | 3 | 4 | 5 to 8 | 9 to 16 | 17 to 24 |
| Points | 100 | 80 | 64 | 56 | 48 | 32 | 16 |

Battle results scoring: Top 16.

| | | | | | | |
|----------|-----|----|----|----|--------|---------|
| Position | 1 | 2 | 3 | 4 | 5 to 8 | 9 to 16 |
| Points | 100 | 80 | 64 | 56 | 48 | 32 |

23.3. END OF SEASON TIE BREAKERS

At the end of a Championship, Cup, Series or Trophy, should multiple drivers be tied on points, the higher place should be awarded to the competitor who was awarded the larger number of higher results across the season. For example, if Driver **A** has scored a 2nd, a 5th and a 10th across the season and is tied on points with Driver **B** who scored 3rd, 3rd and 9th, Driver **A** should be ranked higher due to his 2nd place being higher than any result scored by Driver **B**.

If a tie still occurs in the point's standings, the tie breaker will be based on who finished in a higher position in the most recent event in which both drivers competed.

PROTESTS AND APPEALS

24. PROTEST

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

A protest against an entry, driver or a car's eligibility may be made only before the start of the first qualifying . Protests against telemetry and judges (who are considered as a Judge of Fact) decisions are not permitted.

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

24.1. FILING A PROTEST

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

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

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

24.2. PROTEST FEE

The Protest fee is AED1000 (or the equivalent amount in local currency) per occasion, unless specifically stated otherwise in the Competition Sporting Regulations. Protest fees collected will be submitted to the EMSO.

24.3. REVIEWING PROTESTS

The Officials will review all protests received and shall render a decision as soon as possible. At the end of an event, the podium ceremony will be permitted to proceed based on the

provisional results, regardless of whether there is still an ongoing Officials enquiry that may affect the final results.

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

24.4 APPEALS

A competitor or entrant may appeal a protest decision to the EMSO National Court of Appeal and shall follow the procedure as outlined in the EMSO National Sporting Code section 10.

GENERAL CODE OF CONDUCT AND BEHAVIOR

25. DISCLAIMER

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

26. MEDIA ACCREDITATION

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

27. CODE OF CONDUCT AND BEHAVIOR

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

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

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

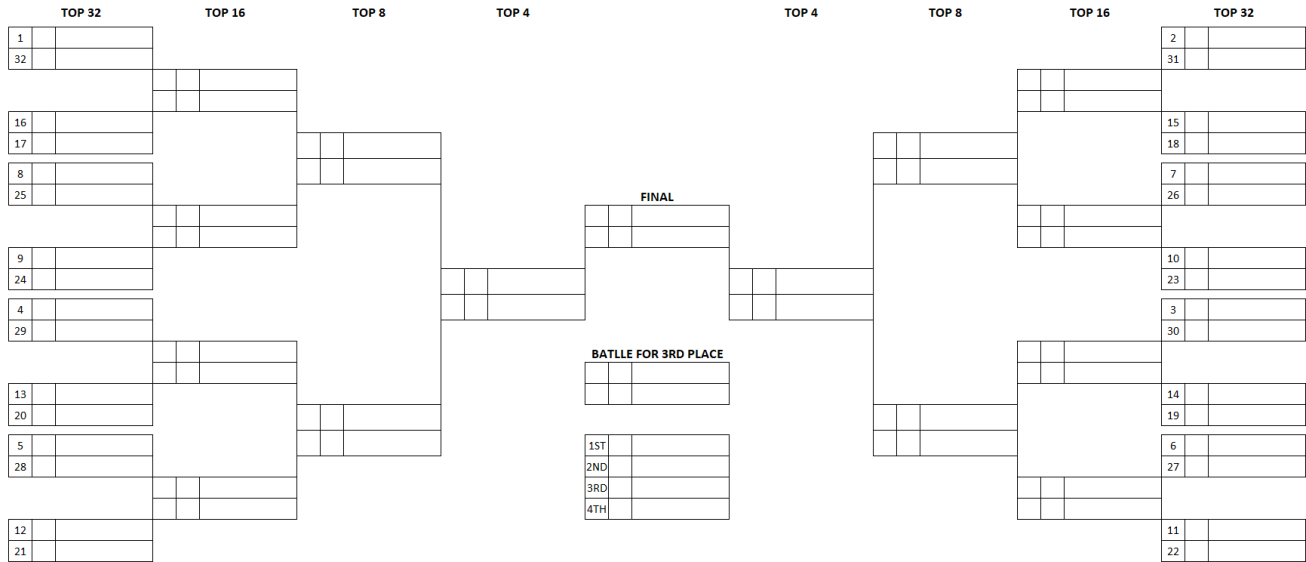
Between the hours of 22:00 and 07:00 during events, it is mandatory for all Competitors to respect noise restrictions.

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

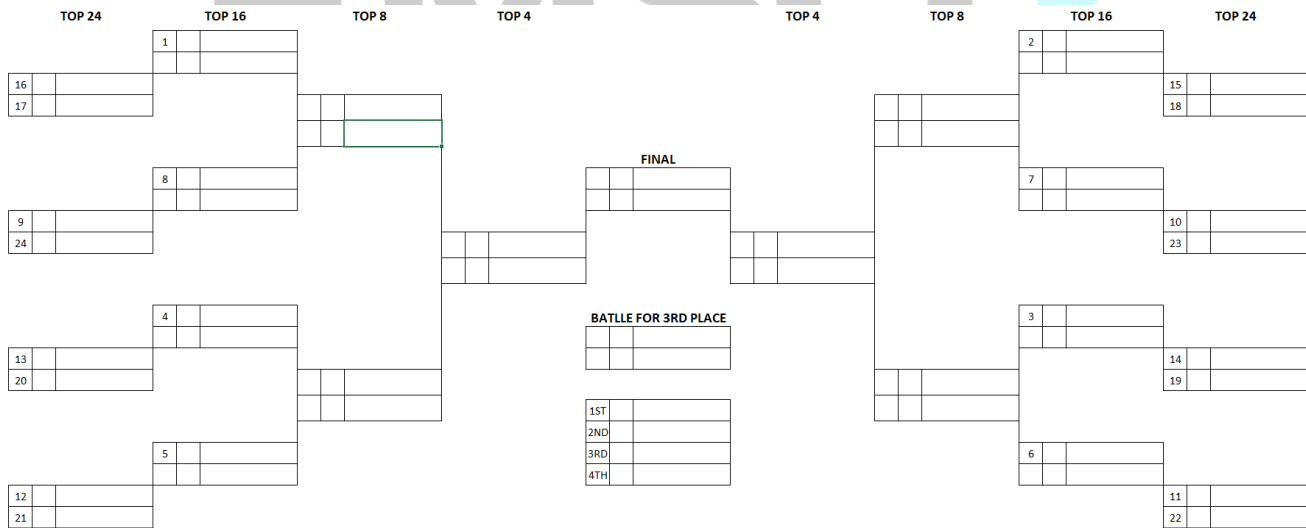
Failure to adhere to any of these rules will result in the Competitor being reported to the Officials, and possibly sanctioned.

APPENDIX 1 – BRACKET TEMPLATES

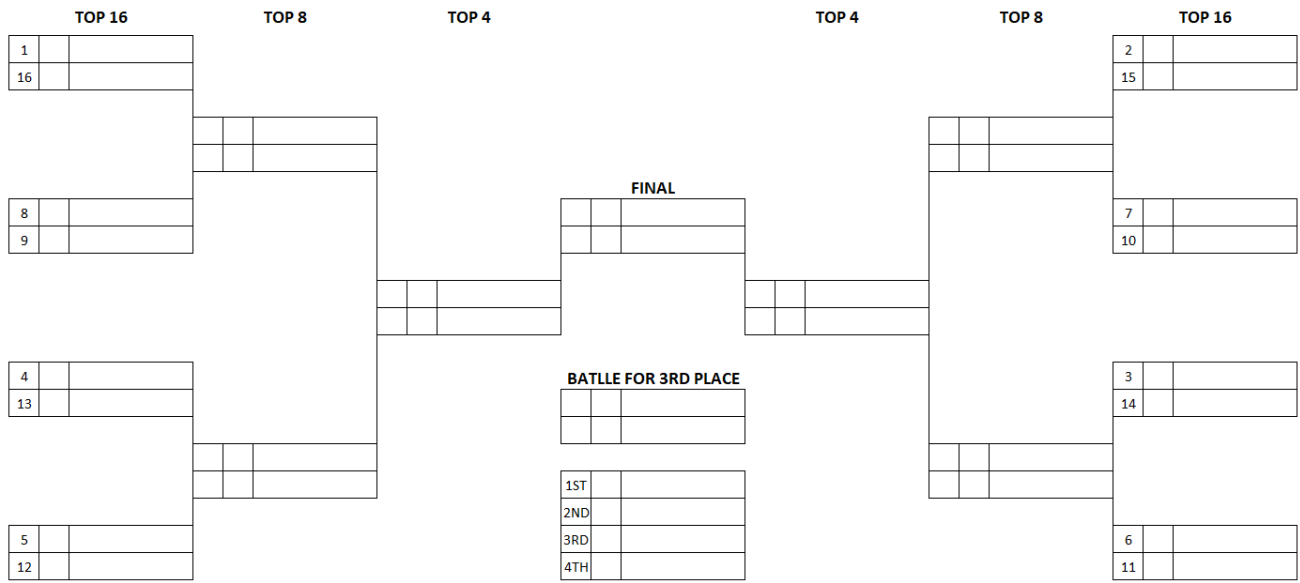
TOP32 Bracket



TOP 24 Bracket



TOP 16 Bracket



APPENDIX 2 – GLOSSARY OF TERMS

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

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

4. The lead driver is out of control or erratic throughout the course.

Please note that a run can be deemed “unchaseable” in qualifying just as it can in tandem competition.

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.

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



 **Castrol** *EDGE*
PRESENTS

EDC *EMIRATES DRIFT*
CHAMPIONSHIP

FUELLED BY  **MONSTER**
ENERGY

2023/24 TECHNICAL REGULATIONS

INTRODUCTION & DISCLAIMER

(1.0) The following rules are mandatory for all Emirates Drift Championship (EDC) championship events and demonstrations. The EDC reserves the right to update or amend these rules and regulations at any time. Technical inspection will take place at each EDC competitive or non-competitive event and all drivers and vehicles must attend. All competition vehicles must pass technical inspection in order to compete at an EDC event. Any competition vehicle failing to comply with these technical regulations will be excluded. All vehicles must be presented with a EMSO Technical Passport that needs to have a valid serialized sticker on the passport and matching sticker mounted in the competition vehicle. Competitors will need to obtain the technical passport prior to their first EDC event and can email igor@emso.ae to arrange an inspection.

TECHNICAL INSPECTION

(2.0) The appointed Chief Scrutineer reserves the right to reject any competition vehicle which does not meet EDC technical regulations. Reasons for the failure of technical inspection will be given to the competitor concerned only. Upon failing technical inspection, a competitor will be allowed to make necessary adjustments and present the vehicle for re-inspection. All competition vehicles must display a valid technical inspection decal. Failure to display this decal will result in the vehicle being excluded from competition. Each technical inspection decal is specific to the vehicle it has been allocated to. Transfer of or tampering with technical inspection decals is not permitted under any circumstance and may lead to the driver in question being ejected from the competition. The chief scrutineer inspector works independently of EDC and is solely authorized to approve/reject competition vehicles at each event. Their decision is final. In the event of a collision/incident the EDC chief scrutineer must review a vehicle and decide on the eligibility to continue. Their decision is final. All competition cars must be in accordance with EDC vehicle safety regulations at all times during an event.

DC3: VEHICLE SPECIFICATION (STREET/MODIFIED)

(3.0) Vehicles must adhere to the following rules in order to take part in DC3 (Street/Modified) competition:

(3.1) All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.

(3.2) Competition vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub-frame mounting points and most rear ward suspension or sub-frame mounting points. This includes floor pans, bulkheads and 'A', 'B' or 'C' pillars.

(3.3) Cars do not require a roll cage except in the case of rule 3.4 below.

(3.4) Convertible vehicles are permitted but must have arm restraints and an additional window net fitted. The vehicle must also have 'X' intrusion bars as part of the roll cage.

(3.5) Engine Modification Guidelines:

1. Original OEM Engines:

Engines must be the original OEM engine, and engine swaps are strictly prohibited.

2. Naturally Aspirated (NA) Engines:

All modifications to NA engines are permitted, excluding forced induction (turbocharging or supercharging) and the use of Nitrous Oxide (NOS).

3. OEM Turbo Engines:

All engine modifications are allowed for OEM turbo engines, with the stipulation that the stock OEM turbo must be retained. The use of Nitrous Oxide (NOS) is strictly prohibited.

These guidelines are established to ensure fair competition and maintain the integrity of the original engine configurations. Participants are expected to adhere to these rules during the competition.

DC3 DRIVER REGULATIONS (STREET/MODIFIED)

All participating drivers must wear the following items when entering any EDC event or demonstration.

(3.5) Certified Helmet: Full face.

(3.6) Certified Helmet: Open face. A fire-proof balaclava is required for an Open-Face helmet.

DC1 PRO: VEHICLE SPECIFICATIONS CHASSIS MODIFICATIONS

(4.0) The original chassis rails, from most forward suspension or sub frame mounting point to most rear-ward suspension or sub frame mounting point must remain original (OEM) and completely unmodified.

(4.1) FF/MR drive-train vehicles are not permitted to enter any EDC events.

(4.2) All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.

(4.3) Competition vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub-frame mounting points and most rear ward suspension or sub-frame mounting points. This includes floor pans, bulkheads and 'A', 'B' or 'C' pillars. Tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel or driveshaft tunnel.

(4.4) Tube-frame/space-frame chassis-type vehicles are not permitted in EDC events. Tube-frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points and rear of the most rear-ward suspension or sub frame mounting points.

(4.5) Front and rear wheel tubing is permitted.

(4.6) Bumper support bars front and rear are permitted. They must attach directly to the chassis legs and be made from a maximum 25x2.5mm mild steel, aluminum, or stainless tube. The width of the bumper support bars may not extend beyond the center of the wheel when looking from the front or rear of the vehicle. They must be of clean construction and not have any sharp edges or forward facing bars.

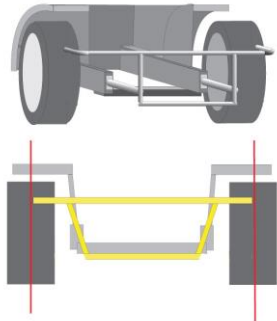


Fig 1.0 This image is to be used as a guide only.

(4.7) The OEM firewall between the cockpit and engine compartment must be intact to prevent the passage of fluid, flame or smoke from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size (e.g. the passage of controls and wires) and must be completely sealed.

(4.8) Front and rear towing hooks must be present and clearly marked. They should be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps (approximately 2500kgs) Stock hooks are permitted, except when the hook is hidden by the installation of an aero-kit.

(4.9) Seam welding the unibody is permitted.

(5.0) ROLL CAGE CONSTRUCTION: All competing cars must be equipped with a minimum 6 point or better roll cage. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing. All main hoops regardless of material must be constructed from 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of 38x2.5mm or 42x2mm. A manufacturing tolerance of 1mm in tube diameter will be allowed, an inspection hole of 3-5mm must be drilled in a non-critical place on the main hoop for wall thickness verification.

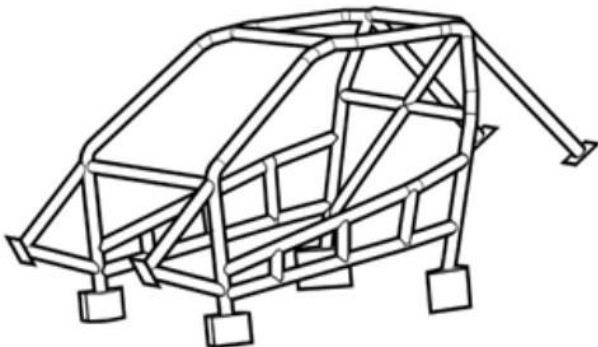


Fig 2.0 This image is to be used as a guide only

- (5.1) Joints must be notched and form fit properly, with no flat or crimped joints of any kind.
- (5.2) There must be a continuous 360° weld around each joint in the entire roll cage structure and fusion must exist between weld metal and base metal.
- (5.3) The main hoop must be one continuous length of tubing with maximum of four bends. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible.
- (5.4) Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's compartment. They are to be connected together by a single horizontal tube across the top of the windscreen. Front legs that bend around the dashboard (dash-dodgers) are not permitted under any circumstance.
- (5.5) FIA approved bolt in cages are permitted. Any design outside of the parameters stated must be inspected and pre-approved by the chief scrutineer inspector. All FIA approved bolt in cages must still adhere to regulations set out herein section 2. Notably, see sections 5.0 and 5.4 regarding material, sizing and "dash-dodger" style cages.
- (5.6) Door impact protection bars are required on both driver and passenger side. Door bars must be at least 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of two parallel door bars with 2 small vertical tubes joining them, or alternatively an 'X' door bar.
- (5.7) Hoop rear stays: The main roll hoop must have two rear stays extending towards the rear of the vehicle and connect to the chassis rails, suspension turrets or wheel wells. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.
- (5.8) Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² surface area, e.g. (5"x 4" plate/ 125mmx100mm). If the roll cage is bolted in, then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with a minimum 8mm bolts of an 8.8 grade or higher.
- (5.9) Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the chief scrutineer

ADDITIONAL SAFETY REQUIREMENTS:

- (6.0) Convertible vehicles are permitted but must have arm restraints and an additional window net fitted. The vehicle must also have 'X' intrusion bars as part of the roll cage.
- (6.1) A 4-point or better safety harness must be installed in both driver and passenger seat. The width of the seat-belt must be at least 3 inches, and the buckle must be quick release. It is prohibited for the safety harnesses to be anchored to the seats or their supports.
- (6.2) All bucket seats must be fixed to the floor and secure. Recliners are not permitted.
- (6.3) Ignition steering lock mechanisms must be removed.

- (6.4) Batteries must be securely fastened with the positive terminal insulated and if located within the cockpit fully covered (fire-walled).
- (6.5) Fire extinguishers must be present, on a quick-release and within reach of the driver at all times (1kg minimum). Plumbed-in fire-extinguishers are highly recommended.
- (6.6) Brakes must be in perfect working order. Anti-lock brakes are non-compulsory and may be removed. Both front and rear brakes will be checked by chief scrutineer .
- (6.7) All hoods and deck lids must be adequately and securely fastened. A minimum of two bonnet pins must be fitted and the stock latch disabled.
- (6.8) Nitrous Oxide cylinders, associated piping, valves and equipment must remain outside the driver cockpit or fire-walled within.
- (6.9) All wheel nuts must be accounted for at all stages of competition. No aluminum wheel nuts/studs allowed. Wheel nuts must have a minimum of 5 turns to the stud.
- (6.10) All competition vehicles must be fitted with electrical cut-off switches, internal and external. They must be marked by a red spark.
- (6.11) Front, side or rear windows may be replaced with acrylic or polycarbonate with a minimum thickness of 3mm and securely fastened. The front and rear windscreen must be secured with additional bracing – a minimum of 1 vertical bar support.
- (6.12) The rear seats, OEM occupant restraint system, all-carpets, air-conditioning, roof-lining, fabric door cards, radio and all unnecessary interior must be removed.
- (6.13) Rear brake lights must be present and in perfect working order at all times. Rear LED brake strip lights are permitted but they must be a minimum of 20" in length.
- A third brake light strip must be fitted on top of the rear window at the roof line. This must be fitted in case of rear brake light failure due to an accident or incident. Any vehicle without working brake lights will be immediately disqualified.
- (6.14) The technical inspector has the right to uninstall exterior parts when judged hazardous or unstable.
- (6.15) Competition vehicles may have the passenger seat.
- (6.16) Factory wheels may be replaced with aftermarket wheels.
- (6.17) Brake bias modifications and controllers are permitted.
- (6.18) Engines and transmissions are free to modify, change or replace.

AERO MODIFICATIONS

- (6.19) Aftermarket body panels are permitted and free to modify. Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper. Unpainted fiberglass panels are not permitted and will fail technical inspection. If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.

(6.20) Competitors are permitted to remove body panels for practice only. All body panels must be fitted/present/repared for the first run of class qualification.

FUEL SYSTEMS

(7.0) Fuel filler caps must be securely fastened at all times.

(7.1) No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the driver's compartment, but it must be a continuous (unbroken) metal pipe or braided hose without any connections except on the front and rear bulkheads, fitted on the passenger side of the vehicle and secured every 250mm with 'P' clips. All other parts of the fuel system must have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke. Aftermarket fuel cells must have a non-return valve on the breather.

(7.2) Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the driver's compartment.

(7.3) All external fuel pumps must be covered.

(7.4) No fluid leaks of any kind will be tolerated at an EDC event.

(7.5) Any grade fuel may be used in competition.

(7.6) Aftermarket fuel tanks must be FIA or SFI certified.

TYRE RESTRICTIONS

(8.0) Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin.

(8.1) Vehicles may only run an approved tyre with a measured tyre width no greater than 265mm.

(8.2) Tyre size must not exceed the maximum size dictated by class at any time on track.

(8.3) Tyre size may be measured and verified on track before or after tandem rounds and qualifying

(8.4) A driver may request a greater rear tyre-width (non-semi slick/road-pattern only) and these requests will be evaluated on a case-by-case basis. No driver is permitted to run a tyre with a width exceeding 265mm without prior EDC approval.

(8.5) The use grip modifiers or tyre coatings is not permitted.

(8.6) Race tyres including slicks and cut slicks are not permitted.

FRONT TYRES

(8.7) Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin. Cut slicks are not permitted.

SUSPENSION

(9.0) Original suspension mounting points may be moved one inch (25mm) from the OEM mounting point. Exception to this rule: The front suspension from certain makes/models may be converted to Nissan 'S' chassis front suspension. This conversion must be pre-approved prior to an event and the Chief Scrutineer will assess the quality of the conversion at technical inspection.

FRONT

(9.1) All original suspension mounting points must be used, within the (9.0) rule. Therefore, a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.

(9.2) Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the Chief Scrutineer .

(9.3) Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be pre-approved by the Chief Scrutineer.

(9.4) Aftermarket coil-over suspension is permitted.

(9.5) Front suspension turrets must remain in the OEM position in the chassis and may not be removed, replaced or relocated.

(9.6) The front top shock absorbers pivot may be moved to any position within the original pitch circle diameter (PCD) of the original front suspension top mount bolts.

(9.7) Aftermarket front tension rods are permitted. Bolt on aftermarket front tension rods are an exception to the (9.0) rule.

(9.8) Some old vehicles may add a front suspension mounting point for a compression strut or tension strut. This modification must be pre-approved by the Chief Scrutineer .

(9.9) Anti roll bars and anti-roll bar mounts are free for modification.

(9.10) Front sub-frames/cross members are free for modification.

(9.11) Front sub-frames/cross members may be removed and replaced with bespoke items or suspension arms can be chassis mounted as long as they are within the (9.0) rule.

REAR LIVE/SOLID AXLE VEHICLES

(9.12) Axles are free for modification and may be swapped from other vehicles.

(9.13) Axle link systems are free for modification and are exempt from the (9.0) rule but may not breach the (4.0) rule.

(9.14) The original floor may be modified to fit axle link boxes as long as they do not breach the (4.0) rule. The original floor may also be modified to repair rust/damage.

(9.15) Pan-hard rod and Watts linkage mounts are free for modification. Original Pan-hard rod mounts may be moved and are exempt from the (4.0) rule.

(9.16) Anti-roll bars and anti-roll bar mounts are free for modification.

(9.17) Sub-frames for independent rear suspension may be fitted to Live/Solid axle vehicles as long as mounting them does not breach the (4.0) rule.

(9.18) Rear suspension turrets are free for modification as long as they do not breach the (4.0) rule.

INDEPENDENT REAR SUSPENSION VEHICLES

(9.19) Rear sub-frames are free for modification and may be swapped from other vehicles.

(9.20) Anti-roll bars and anti-roll bar mounts are free for modification.

(9.21) Rear suspension turrets are free for modification as long as they do not breach the (4.0) rule.

(9.22) Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the Chief Scrutineer inspector.

(9.23) All suspension sub-frame mounting points must be used.

(9.24) A rear sub-frame and all its mounting points must be used on a vehicle originally fitted with a rear suspension sub-frame system.

(9.25) The vehicle's original floor may be modified to allow fitting of a rear sub frame.

(9.26) Sub frames may be modified to allow the fitting of a larger differential.

Driver Safety Equipment



Racing Suit

(10.0) Mandatory, current standard for SFI or FIA Fireproof racing suit.

(10.1) One-piece driving suits are required and must be made of fire-resistant material and certified to SFI or FIA current standard.

(10.2) 3/2A-5 or greater, or homologated to "FIA 2000" specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended. Fire-resistant underwear is highly Recommended.

Shoes

(10.3) Mandatory current standard for SFI or FIA approved fireproof Racing shoes.

Gloves

(10.4) Mandatory current standard for SFI or FIA approved fireproof Racing Gloves.

Helmets

(10.5) Mandatory Full face or Half face helmet must be stamped with level of some standard acceptable for automotive use. Current FIA, SFI or SA standards accepted.

Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).

Seats

(10.6) Cars may have a second seat fitted.

(10.7) All seats must be of a fixed bucket seat type and be FIA Approved. (Dates are not an issue, but need to be in good condition and show no signs of wear).

Harness

(10.8) Mandatory -5 –Point Harness to fixed points on the chassis with harness eye bolts

(10.9) All cars are to have a minimum 5 Point Harness and to be FIA or SFI Approved.

(10.10) All harness attachments are to be attached to eyebolts and positioned in the same locations and angles as below.

(10.11) Eye bolts are required for harness mounts but if standard eye bolts are not used, any extra mounts must be of a plate type with a welded captive 7/16 UNF nut. The plate must be minimum of 25cm squared (5x5cm) 3mm thick, the plate must be fully welded on the underside of the vehicle body,

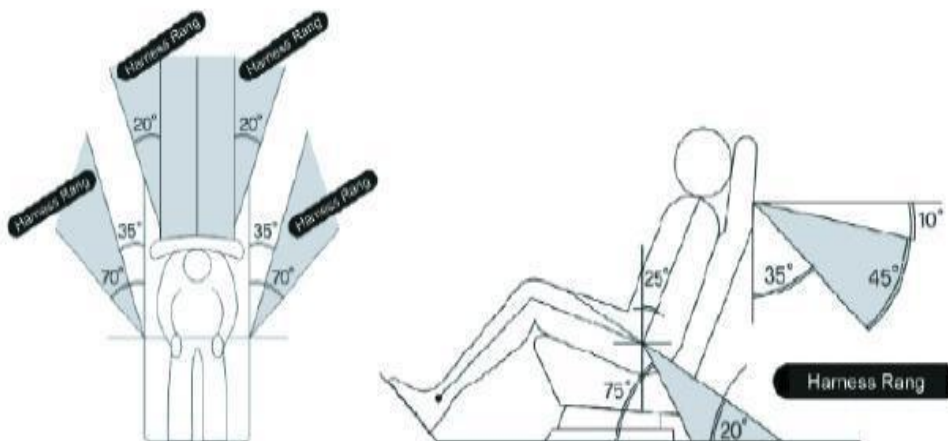


Fig 3.0 This image is to be used as a guide only.

Nets-Restraints

So as to trap the floor pan between the plate and the eyebolt. All participating drivers must wear the following items when entering any EDC event or demonstration. Drivers must wear full race gear to technical inspection at each event. Scrutineers will inspect race gear throughout an event to ensure compliance. No bare skin should be showing at any-time.

(10.12). Doors without windows must have fixed window net.

(10.13) Windows to be done up at all times.

(10.14) Drivers of convertible cars must use arm restraints.

