



***EUROPEAN DRIFT  
CHALLENGE  
SPORTING REGULATION  
2024***



**Real Federación Española  
de Automovilismo**

## **ARTICLE 1. DEFINITION**

The European Challenge is the commercial name given to the year-end invitational competitive drifting event organized by VOLRACE COMPANY SL and DRIFT SPAIN. It will be a single-event drifting competition, held at the Jarama Circuit, in which guest drivers who wish to participate may participate upon approval, competing for cash prizes and trophies.

Invitations to the European Challenge will be extended to the top three finishers in the European championships of the drifting discipline, including Spanish, Portuguese and Italian, as well as renowned drivers chosen by the organizing committee.

The term drifting refers to a driving technique first and to a motor sport modality based on it. This technique consists of intentionally oversteering (making the rear axle skid) the vehicle without losing control of it at any time and achieving a good exit speed from the curve.

In a Drift race there are several designated parameters, such as Track, Speed (both entry and average), Drift Angle, proximity to clipping-points and/or Drift Zones and other vehicles (only in battles) or Show given by driver. These parameters are evaluated by judges and/or telemetry.

The drift competition has two different competitive parts:

In the initial phase, the qualifying phase, the drivers must follow the layout designed and explained by the judges in the briefing as fluidly as possible, at the highest possible speed and getting as close as possible to the points and areas marked as clipping points or drift zones, without losing the skid at any time and with the most angle possible. The pilots will receive a score from the judges (up to 100 points) that will determine the confrontations in the battle phase.

The highlight of the competition is the final phase, the so-called battles, in which drivers compete 1 on 1 simultaneously on the track in elimination matches.

In these eliminatory matches, two passes are made. The leading driver must perform a perfect qualifying lap, with minimal corrections while making chaseable lead line. The chase pilot must make a similar pass (except for errors by the leader) with as much proximity to the lead driver as possible. In the second pass the positions are exchanged (the chase now leads and the one who was leading now chases). After both passes, the judges give an eliminatory verdict, that is, the winning driver will qualify for the next phase of the test, in which he will carry out another confrontation, and the loser will be eliminated.

## **ARTICLE 2. SCOPE OF APPLICATION.**

These Sports Regulations apply to the European Drift Challenge

## **ARTICLE 3. ORGANIZATION OF COMPETITIONS.**

VOLRACE COMPANY SL / DRIFT SPAIN, with the approval of the Royal Spanish Automobile Federation, organizes the EUROPEAN DRIFT CHALLENGE for the 2024 season.

The Organizing Committee will be composed of:

- RICARDO FLORENCIO SILVA
- LUIS BENITO PORRES
- JOSE ALBERTO LORENZO GARCIA

## **ARTICLE 4. SPORTS REGULATIONS AND COMPLEMENTS.**

The modifications to these regulations will be proposed by the Organizing Committee of the European Challenge and the Spanish Drift Championship to the Royal Spanish Automobile Federation, for approval, if applicable.

#### **4.1. APPLICATION AND INTERPRETATION OF THE REGULATIONS.**

The Race Director is responsible for the application of the Common Prescriptions, the Sports Regulations of the event and the Specific Regulations during the development of the competition. However, he must inform the Stewards of any important decision requiring the application of the aforementioned regulations.

Any claim submitted by a CONTESTANT will be transmitted to the Stewards for study and decision-making.

All cases not provided for in these Regulations or in the Sports Regulations of the Spanish Circuit Speed Championships, Cups, Trophies and Challenges, as well as any doubts that may arise from their interpretation, will be resolved by the Organizing Committee of this CONTEST.

In the event that there is a doubt in the interpretation of the regulations, the interpretation of the organizing committee will prevail, and may or may not subsequently give rise to an annex where the rule in question is explained in a more clear and concise manner, and in case of doubt it may be consulted to the organizing committee about the application of each rule in a defined period, never during the development of the competition. Claims due to doubts about the interpretation of the regulations during the development of the competition will not be accepted, having to wait until the end of the event to clarify misunderstandings.

All participants will be obliged to know these Regulations, must respect its content, and cannot, therefore, claim ignorance of it.

Any unfair, incorrect, fraudulent or unsportsmanlike maneuver carried out by the CONTESTANT or by any member of the team will be judged by the Sports Stewards, who may pronounce a penalty, up to and including disqualification and, if they deem it appropriate, order that a report be drawn up. of the facts, addressed to the Appeal and Disciplinary Committee of the RFEDA.

All participants will be obliged to know these Regulations, a copy of which will be given to them at the time of submitting the registration application, and must respect its content, and therefore cannot claim ignorance of it.

Failure to respect the provisions of this regulation may entail sanctions specified in the table in Annex 1.

*In case of doubt in the interpretation of the rules, the interpretation of the organizing committee will prevail, and may or may not give rise to an annex where the rule in question is explained more clearly and concisely, and in case of doubt may consult the organizing committee on the application of each rule in a defined period, never during the development of the competition. No claims will be accepted for doubts about the interpretation of the rules during the development of the competition, having to wait until the end of the event to clarify misunderstandings.*

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### **ARTICLE 5. OFFICERS**

**5.1.** The Officials table will be in accordance with the provisions of article 11 of the Common Prescriptions for Championships, Cups, Trophies and Challenges of Spain.

The European Drift Challenge Organizing Committee will propose the following officials, and their names will be communicated to the aforementioned Federation for approval, if applicable:

- The Sports Commissioners (minimum 3 per competition)
- The Race Director.

- The Technical Commissioners.
- The Judges

The Judges will be in charge of scoring both in the Qualifying Training and in the Finals Battles. An explanation of the scores in each of the phases is made in article 11.

The Officials are the highest authority in the development of the competition, and any lack of respect for them will lead to a penalty at the discretion of the Stewards, which could lead to disqualification from the event.

## **ARTICLE 6. OBLIGATIONS AND GENERAL CONDITIONS.**

VOLRACE COMPANY SL / DRIFT SPAIN, with the corresponding approval of the RFEDA, establishes a single category for the EUROPEAN CHALLENGE, to which guest pilots who wish to do so may register by accepting the promoter's invitation, their vehicle having to comply with the technical regulations of the EUROPEAN CHALLENGE

## **ARTICLE 7. ORDER OF PRIORITY**

They will apply, in order of priority:

- The Common Prescriptions of the Spanish Trophy and Cup Championships.
- The Sports Regulations of the Spanish Circuit Speed Championships, Trophies and Cups
- The European Challenge Regulations
- The Specific Regulations of the competition

The CDI will be applied as a priority in general aspects of procedure, appeals and claims.

Any possible contradiction between any of these documents will be resolved by applying the highest hierarchy.

The CDI will be applied as a priority in the general aspects of procedures, claims and appeals.

The sanctions for non-compliance with the regulations applicable in these Sports Regulations are included in the Summary Table of Penalties of this.

## **ARTICLE 8. ACCEPTED PILOTS, CATEGORIES AND VEHICLES**

### **8.1 SELECTED PILOTS. SELECTION CRITERIA.**

The European Drift Challenge presents a single category, whose candidates will be those selected by the Organizing Committee.

The current champion of each country, runner-up and third place will have a DIRECT PLACE

Other drivers may apply by writing to the Organizing Committee, and they will be selected based on their competitive record or their experience in drifting events.

### **8.2 ACCEPTED VEHICLES**

Modified vehicles derived from series will be admitted, which at all times during the test send power only to the rear axle (RWD – Propulsion), and which comply with the technical regulations of the European Challenge.

The category established for 2024 in the EUROPEAN DRIFT CHALLENGE will be unique, encompassing all participants in the semi-pro and pro categories of their respective championships.

### **8.3 ADMISSION TO THE EUROPEAN DRIFT CHALLENGE**

The registration fee will be 1000€, the full cost of which will be paid by the main sponsor of the event (VOLRACE).

The Organizing Committee of the EUROPEAN DRIFT CHALLENGE reserves the right to study the admission of ANY DRIVER, even those who have a direct place, for federative, logistical reasons, etc.

The Organizing Committee of the EUROPEAN DRIFT CHALLENGE reserves the right to study the admission of ANY TYPE OF VEHICLE based on the following characteristics:

- Level of preparation / Safety of the vehicle.
- Vehicle appearance.
- Historical record of the vehicle.
- Degree of vehicle pollution.
- Years of age of the vehicle.
- Fuel/Vehicle power source.

The Organizing Committee of the EUROPEAN DRIFT CHALLENGE reserves the right to admit or not admit a vehicle, depending on its performance or any other reason.

Vehicles admitted to the EUROPEAN DRIFT CHALLENGE must comply with the technical regulations.

## ARTICLE 9. SCORING COMPETITIONS

The number of qualifying competitions for the European Drift Challenge will be ONE EVENT, as it appears in the RFEDA calendar, and are also shown in the following calendar:

PROOF	DATE	CIRCUIT
1	November 29 - 30 and December 1	JARAMA - MADRID

## ARTICLE 10. SCORES, FEES AND COMPETITION CLASSIFICATIONS

The Final Classification of a test / event is prepared as follows:

- **1st place:** the winner of battle 32 (FINAL)
- **2nd place:** the loser of battle 32 (FINAL)
- **3rd place:** the winner of battle 31
- **4th place-** The loser of battle 31
- **5th to 8th Classified-** The losers of the 3rd Round (battles 25 to 28), duly ordered according to the qualification classification.
- **9th to 16th Classified-** The losers of the 2nd Round (battles 17 to 24) duly classified according to the qualification classification.
- **Place 16 to 32-** The Losers of the 1st Round (battles 1 to 16), duly ordered according to the qualification classification.

### RESULT FEES

In the qualification phase, first place, second place and third place will receive prizes from the organization, which may correspond to competition material or another type of gift.

In the final phase the corresponding drivers will receive a check worth:

- **1st place:** €5,000

- **2nd place:** €3,000
- **3rd place:** €1,500

#### TEST OR EVENT FINAL RATING POINTS TABLE

For the score in the European Drift Challenge, the points obtained in the qualification and in the final classification of the event are added, as shown in the following table.

Posición	Puntos clasificación	Puntos batallas finales
1º	8	100
2º	7	88
3º	6	76
4º	5	64
5º	4	48
6º	3	48
7º	2	48
8	1	48
9º a 16º	/	32
17º a 32º	/	16

#### ARTICLE 11. DEVELOPMENT OF THE COMPETITION. PHASES.

- The test / event is divided into 3 Phases:

PHASES DURING THE TEST	DESCRIPCIÓN	CATEGORIES THAT PARTICIPATE
PHASE 1	FREE PRACTICE	EUROPEAN CHALLENGE
PHASE 2	CLASSIFICATIONS	EUROPEAN CHALLENGE
PHASE 3	FINAL BATTLES	EUROPEAN CHALLENGE

Each of the phases can be preceded by a Briefing. The briefing is a meeting with the pilots, chaired by the test director with the presence of at least one of the Judges, in which the layout and the respective score, the evaluation criteria and parameters and other sporting information are announced. relevant to the course of the test/event. It also helps pilots clear up any questions they may have about the design and evaluations.

##### 11.1. BRIEFING.

###### All briefings are mandatory attendance for the pilot

All drivers of the vehicles admitted to participate in the competition must be present throughout the Briefing and sign the presence sheet.

The pilot may bring ONLY ONE member of the team, as a spotter.

After 5 minutes of the time stipulated for the start of the briefing, the doors will close, and any driver who arrives late will receive a penalty stipulated in Annex 1 – Penalties of the Sports Regulations.

If for reasons of force majeure, it is not possible to carry out the briefing in person, it can be organized in electronic format. The applicable format will be specified in the Specific Regulations of the test.

In case of discrepancy between this document and the rest of the official documentation of the competition (regulations, schedules, supplements, etc.), these will always prevail.

Contestants are responsible for the attendance or non-attendance of their pilot(s) at the Briefing.

The Race Director and/or the Test Director will be responsible for carrying it out.

The Race Director may order a Briefing at any time if the conditions of the race competition requires it.

#### **11.1.1. GENERAL BRIEFING – PRIOR TO TRAINING.**

This will be the general briefing of the event explaining the particular regulations, schedules, routes on how to enter and exit the track at designated places, technical staff of the organization, requests and questions. The placement and location of the cones or Clipping Points will be communicated, and the line will be explained, serving as a reference for both participants and judges when scoring and changes in the layout will be communicated.

#### **11.1.2. QUALIFYING BRIEFING – PRIOR TO THE CLASSIFICATIONS (OPTIONAL)**

If necessary, the organizing committee may optionally call an extraordinary briefing. Changes to the layout and additional information will be communicated.

#### **11.1.3. BRIEFING BATTLES—PRIOR TO THE ELIMINATORY BATTLES**

Special guidelines will be communicated to those classified in the SEMI PRO category (16 vehicles) and the PRO category (32 vehicles) when battling. The battle diagram will be made after publication on the race notice board (Race office).

The drivers will be informed of the number of warm-up laps and the number of scoring laps that they must complete in the heats.

#### **11.1.4 ZERO POINT RULES**

The zero-point rules will also be specified in the briefing.

0 points will be sanctioned in classifications and battles in the following cases:

- Loss of control of the car at any time within the scoring zone both in classification and in battles, at the discretion of the judges
- Perform 360 degree turns in battles once the finish line is crossed, as well as perform voluntary maneuvers that endanger the integrity of rival vehicles and track marshals.
- Voluntary Slow Drift (during battle)
- Voluntarily decelerate in the area designated as the acceleration zone
- Failure to show fair play on track (during battle)
- Two (or more) wheels off the track (during qualifying or battle)
- Sticking any body part, flag or any other object out of the window from the start to the end of the scoring zone (during qualifying or battle)
- Understeer (during qualifying or battle)
- Counterdrifting: turning the wheels in the direction of the curve instead of being against the wheel at all times (during qualifying or battle)
- Completely off line: Passing an interior clipping point or zone with the rear of the vehicle or passing an exterior clipping point or zone with the front of the vehicle.
- Voluntarily hitting the opponent and disturbing his line (during battle)
- Stop the race in a drift zone (stop drifting in the scoring zone)
- Entering the track without mandatory body parts (hood, bumper, etc.) without having



- safety of each car will be studied by the marshals, who may allow or deny the possibility of taking the start.
- The opening of the hood, windows, trunk or doors (rating or wheelbase)
- During battles, the leader makes a non-pursuitable pass, with numerous corrections, voluntarily or involuntarily preventing the correct development of the pursuer's pass.
- Not closing the windows properly.
- During battles, the chase performs an inactive chase, i.e. the chase pilot leaves too much space, or does not actively pursue the lead pilot
- After two consecutive false starts caused by the same driver.
- In the event that mechanics touch the vehicle in an unauthorized area, either before or after a pass.

A pilot who repeatedly makes zero-point passes may be penalized as shown in the table in Annex I.

#### **11.2. TIRE WARMING**

A tire warm-up area will be set up before each outing on the track and the organizing committee will decide where it will be. The track marshal will be responsible for this zone and only he will be able to release and control the maximum time of each driver once the driver enters the warm-up zone. The presence of team members is prohibited in this area for safety reasons. (Heating wheels with the vehicle stationary is strictly prohibited)

#### **11.3. EXTRAORDINARY ENGINE COOLING**

If necessary due to weather conditions in a race, the organization may designate an extraordinary vehicle cooling zone in which ONE AUTHORIZED TEAM MEMBER and under the supervision of a designated commissioner, can cool the participating vehicle by external means, , such as spraying the radiator using a blower, using water or a non-flammable liquid in a container that is not pressurized by flammable gas.

These external means must be provided by the participating team and in no case can they be carried in the vehicle itself during the race. During this phase it is prohibited to touch the car, opening the doors or the hood or removing parts of the bodywork is not allowed. The driver must remain inside correctly fastened and with the helmet and gloves on.

This cooling will be done after having made the pass, never before.

#### **11.4. EXTRAORDINARY SIGHTING LAP**

In case of sudden weather changes between one phase and another, Race Direction may order a sighting lap to be carried out, which must be done at a moderate speed and drifting with less angle, in order to adapt the driving style and entry speeds to the conditions the new track conditions. This lap can be done either before a pilot's qualifying lap or before a battle, in which case the pilots would go out one by one with enough space between them. The organizing committee reserves the decision whether or not to allow this round to take place at its discretion.

#### **11.5. BEING ON TRACK AT YOUR DESIGNATED TIME**

When a driver must go out to the scoring track (during his qualifying or battle turn), the driver must be on the track, not in the paddock. In the qualifying phase, if he is in the paddock, he would receive zero points in the qualifying lap that he had to complete. In the battle phase, the driver would be eliminated.



If the pilot is on the track, he has 2 minutes to appear at the starting line. If he did not arrive, in the qualification phase he would receive zero points in the round he had to perform, and in the battle phase, he would be eliminated.

#### **11.6 FREE PRACTICE (PHASE 1)**

Drivers must appear at the beginning of each qualifying session with the mandatory clothing and safety equipment as specified in the technical regulations of each category.

Non-mandatory session, open to all vehicles and drivers authorized to take part in the test/event.

The duration of this session will be indicated in the Specific Regulations of the test. This particular regulation could also specify training by groups, as well as the participants in them.

Drift tests will be allowed, only in the area designated for drift.

The number of vehicles on the track will be adapted to the size and characteristics of the circuit.

There may even be a specific route to train on.

If all participants cannot participate in the same group, they will be divided into several groups.

The presence of the Judges will not be necessary during this training session, but the commissioners will always be present.

#### **11.6.1 INTERRUPTION OF TRAINING**

When it is necessary to interrupt training due to obstruction of the track due to an accident or due to atmospheric conditions or other reasons that make it impossible to continue, the Race Director will order that a red flag be displayed on the starting line. Simultaneously, other red flags will be displayed at all Track Marshals positions, and the red light will be turned on at the Pit Lane exit traffic light.

The decision to stop the race or training can be made only by the Race Director (or in his absence, by his deputy) under the authority of the Event Director.

The Event Director, the Race Director or their deputies may interrupt the training sessions as many times and for as long as they deem necessary to clean the track or allow the rescue of a vehicle. Whenever possible, the time lost due to suspension will be recovered, so that the minimum time scheduled for the training session is met. Only in cases of free training, the extension of said period may be waived after an interruption of this type.

When the interruption signal is given, all vehicles will immediately reduce speed and slowly return to their pits, overtaking being prohibited.

All participants must take into account that:

Racing or intervention vehicles may be found on the track.

The circuit may be completely blocked or obstructed due to an accident.

The weather conditions could have made the circuit undriveable.

Vehicles that have been abandoned on the Circuit will be recovered and transported to the Paddock to be delivered to the teams.

#### **11.7 QUALIFYING (PHASE 2)**

Drivers must appear at the beginning of each qualifying session with the mandatory clothing and safety equipment as specified in the technical regulations of each category.

The layout may vary between the 2 categories, depending on the circuit where the test/event is being held.

This session is mandatory for all vehicles and pilots who wish to take part in the final phase, Battles, and have been authorized to take part in said session.

All vehicles will run 2 non-consecutive qualifying laps without a warm-up lap, the best lap will be used to establish the Top32. In the event of rain or weather conditions that cause qualifying to be cancelled, the "first come, first serve" rule will apply as there is no specific order for passing the qualifying session.

In qualifying, the driver must start in the lane in which the leading driver in the battles will start, that is, the one with the cone chicane.

#### 11.7.1 ORDER OF STARTING IN CLASSIFICATIONS

Pilots must report to the line in the proper order, which will be displayed on a list by authorized officials in advance.

#### 11.7.2 ALTERATION OF THE CLASSIFICATION ORDER: EXCEPTIONS

This classification order cannot be modified except in exceptional cases. In the event of a mechanical breakdown or other justified causes of force majeure, a driver may make an extraordinary request for a delay in classification, that is, request to move his classification position to the last place, notifying the race management in sufficient time and this modification being of the list accepted by the CCDD and informed in good time to the starting marshals and judges. This extraordinary request can only be made once per season for each driver, always justifying the cause and having to be accepted by race management and the CCDD.

#### 11.7.3 CLASSIFICATIONS VERDICT

The judges will give each qualifying lap a score from 0 to 100 points, with 0 being the minimum (the driver does not qualify) and 100 being the maximum (perfect lap). The result of the qualification phase will be the best score in the qualification round of each of the participants. In the event of a tie tie breakers are as follow; 1 line score, 2 angle score and tie breaker 3, style score.

The verdict of the judges in the classifications is final at the time of the test and can be claimed only once the classification has ended. For the judges' decision making, only the means that have been at their disposal during the competition will create taken into consideration, which may be streaming, extra cameras from the organization if there are any, and notes that may have been obtained taken by the judges and race commissioners communication. Photographs or videos that have not been available to the judges during the competition, such as those recorded from the stands or any other angle not available to the judges, will not be accepted as evidence in claims.

The Judges will assign the score to each participant taking into account the following criteria:

#### 11.7.4 CLASSIFICATION CRITERIA

- **Speed**– The amount of speed the driver can carry throughout the entire judged layout, not only judging the entry speed, but also the overall average speed. Maximum points are awarded for high speed entry and constant speed throughout the layout.
- **Line**- It is the ideal path that a vehicle should take on the layout and is marked by interior
  - marked on the route where the vehicle's front bumper (inner clipping) and rear bumper (outer clipping) should come as close as possible to these points.
- **Angle**- Angle measures the amount of countersteering and relative rear slip angle a driver uses throughout the course.
- **Style**- It refers to the general atmosphere of the pass, amount of smoke, aggressiveness in transitions, etc. This is the most subjective criterion.

In any case, the driver must ensure that he completes the 2 qualifying laps during the time period allowed for qualifying. Queuing during the last minutes of qualifying and not being able to do qualifying laps will not be accepted as a claim. The designated time for classifications will be respected and will not be extended.

If several competitors obtain exactly the same qualifying score, their second round will be taken into account. If the score remains the same (even 0 points), an extra single lap "last race" session

may be required to get different scores between those drivers. If only 1 driver has a double zero, the judges can use their discretion to grant the driver access to the race, as long as the grid has not been completely filled.

### 11.8 FINAL BATTLES (PHASE 3)

Drivers must present themselves at the start of each tandem session with the mandatory clothing and safety equipment as specified in the technical regulations.

In accordance with the results of the qualification, a final will be organized with the best 32 drivers.

Each driver will face another driver a classic direct elimination bracket (1st against 32nd, 2nd against 31st, etc. See elimination bracket in art. 16).

All vehicles, paired two by two according to the elimination bracket, will do 2 laps, without a warm-up lap. The leading driver must make a 100-point qualifying lap, while the chasing driver must make a pass equal to his (except for an error in leaving the track) as close as possible. The details or criteria of the trial will be given below:

The Judges will assign the score to each participant taking into account the same criteria as in phase 2-Qualifying, they will evaluate according to: Speed, Line, Angle of movement and Style, adding proximity to the chase vehicle with the lead driver.

#### 11.8.1 BATTLE CRITERIA

**Speed**– The amount of speed that both pilots can carry throughout the entire course is judged, not only judging the entry speed, but also the overall average speed. Maximum points are awarded for high speed entry and constant speed throughout the layout.

**Line**- It is the ideal path that a vehicle should take on the layout and is marked by interior and exterior clipping points/zones. Interior and exterior clipping points/areas will be marked on the route where the vehicle's front bumper (interior clipping) and rear bumper (exterior clipping). The chase driver must match or better the lead driver's line.

**Angle**- Angle measures the amount of countersteering and relative rear slip angle a driver uses throughout the course. The chase driver must match or better the lead driver's angle.

**Style**- It refers to the general atmosphere of the pass, amount of smoke, aggressiveness in transitions when required, etc. This is the most subjective criterion.

**Proximity**– Refers to the distance between the lead driver and the pursuer. The importance of this point will be defined by the judges during the briefing. Chase driver must be as close as possible to the lead driver without having contact. If a chase driver isn't in the last drift zone when the lead driver exits that zone, it could be considered an inactive chase by the judges.

#### 11.8.2 DEVELOPMENT OF BATTLES

The two participants in the battle will stand parallel in front of a track marshal and the start procedure will begin. At that moment the vehicles must accelerate at maximum power, having to reach the beginning of the drift zone at the maximum speed that allows them to enter the drift zone. The chase vehicle must be positioned parallel behind the pursued vehicle. The lack of accelerating will be penalized at the discretion of the judges. The type of vehicle and its power will be taken into account. From this moment the two vehicles must advance decisively and complete the route. Upon completing the course and reaching the drift end zone, once the line is crossed the drivers will stop drifting smoothly and fluidly, without sudden changes in speed or line, and the leading driver will remain drifting towards the outside of the track while the chase driver will remain on the inside, to avoid contact. You will return to the exit via the route indicated in the briefing. The process will be repeated again, but alternating positions, the chase vehicle becomes the lead vehicle and the lead vehicle becomes the chase vehicle. If a vehicle overtakes the start, the track marshal will show a flag indicating that a false start has occurred, or will make a cross with his arms indicating this situation. The exit must be repeated only once. If repeated a second time, he would be eliminated in battle.

The Judges will be present, and will evaluate the participants in the selected curves.

### 11.8.3 EXIT PROCEDURE

The pilots will show the marshal that they are prepared to carry out the battle by showing the thumbs up as an OK sign, and after having received the OK from both pilots the marshal will start the traffic light, which will perform its light cycle. You can only cross the line once the traffic light has turned green. In the unlikely event of a traffic light breakdown, the marshal will keep their arms raised and with its fingers indicate 3,2,1 and lower its arms, at which time the starting signal will be given. In no case may fake starts or exit attempts be used to deceive the opponent. The leading driver must go out first, make a cone chicane and accelerate at maximum power. The chase driver, although he may be delayed in order to start with greater inertia and favor proximity to the leader, may not be behind the rear bumper of the leader with his front bumper, nor in any case cross the starting line before him.

### 11.8.4 FALSE START

The leading driver must go out first, make a cone chicane and accelerate at maximum power. If this is not achieved, it will be considered a false start.

In the event of a false start, the marshal will notify it by means of a flag or with a movement of arms specified in the briefing, and both drivers must re-align themselves in the same positions to repeat the start. False starts can occur due to the following situations:

- When the traffic light turns green, the lead driver has a maximum of 3 seconds to start driving at maximum power. If it does not move after those three seconds, it will be considered a false start, with the leading pilot being guilty.
  - If the lead driver is not able to correctly draw the cone chicane, and moves or knocks down one of the cones, it will be considered a false start, with the lead driver being at fault.
  - If the chase driver crosses the line before the leading driver, it will be considered a false start, with the chasing driver being at fault.
  - If one of the two drivers, (or both), crosses the line before the traffic light turns green, it will be considered a false start, with the person who crossed the line first with the red light being guilty.
- If a driver makes two false starts in a row on the same battle lap, he will receive zero points and the competition will continue.

### 11.8.5 BATTLE VERDICT

The judges will compare the passes of the lead and the chase of both drivers, following their criteria, and after deliberation a verdict will be issued. Each of the judges can issue the following verdict:

Pilot "A" wins

Pilot "B" wins

**OMT (ONE MORE TIME)** – This occurs when a clear winner cannot be decided, so the battle must be repeated.

Given the verdicts of the three judges, the outcome of the battle will be determined by majority. In case there is no clear verdict because none of the options are repeated (for example, judge 1 considers pilot B the winner, judge 2 gives One More Time, and judge 3 considers pilot A the winner), the result will be One More Time.

Since the Judges ordered a ONE MORE TIME, the entire battle will be repeated. If there is still a tie in the score obtained after three matches, the winner will be the one who obtained the best

score in Phase 2 - Qualifying Training, with the exception of the battle corresponding to 3rd and 4th place and the FINAL battle. The winner of the battle will compete in the next round. The OMT verdict can only be issued twice. In the event that in the third confrontation between the pilots there is no clear winner, the one who qualified ahead will advance to the next phase. In the case of the battle for third and fourth place, and the final battle, the necessary One More Times may be repeated until a winner can be determined.

#### **11.8.6 CLAIMS AND APPEALS**

The judges' verdict in battles is final at the time of the verdict and attempting any interaction with the judging tower during a battle phase is strictly prohibited. A driver may then make a claim at the Race Direction office, where the race director will be contacted and the review will be carried out. At the next quadrant change, (for example, between the Top 32 and the Top 16), the judges will be informed so that the battle can be reviewed, and the result can be modified if necessary. For the judges' decision making, only the means that have been at their disposal during the confrontation will be available, which may be streaming, extra cameras from the organization if there are any, and notes that may have been obtained. taken by the judges and race commissioners. Photographs or videos that have not been available to the judges during the confrontation, such as those recorded from the stands or next to the track with particular means, will not be accepted as evidence in claims. A review of a battle can only be requested before the end of said phase, that is, reviews of a Top 32 battle will not be accepted once the first Top 16 battle begins.

#### **11.8.7 OVERCOME**

Overtaking is not allowed during battles, especially if the lead driver is following an outside cutoff line. The only exception to this rule is when the lead driver is completely outside the line imposed by the judges, or when overtaking is the only option to avoid a crash or emergency stop. In this case, the chasing driver will be considered a leading driver, and will be judged accordingly.

#### **11.8.8 LAPS 1 AND 2, RETURN TO THE START AND CHANGE OF TIRES**

With exceptions described below, changing tires is not allowed between laps 1 and 2 of each of the battles. In the case of "One More Time", the vehicles can return to the paddock to change tires and the "ONE MORE TIME" battles will be moved to the end of the current cycle.

In all other cases, both vehicles will have 120 seconds to approach the starting line and line up. Timing will begin once race marshals have informed drivers prior to lap 1. For lap 2, vehicles must return to the starting line within 120 seconds of passing the finish line. If one of the vehicles is ready to race, but blocked somewhere on the track or paddock for unpredictable reasons, the countdown will stop until the vehicle is free to drive again.

In the event that an opponent does not reach the starting line within the given time, the lined up vehicle must race its battle alone, in any case the race will be judged and scored.

In any case, between laps 1 and 2 of the same battle during the race, any mechanical intervention and/or towing to either vehicle (excluding visual tire checks, unexpected tire conditions requiring exceptional tire pressure adjustments or body panel adjustments) will result in disqualification. Changing tires is not allowed between lap 1 and lap 2, except in case of contact.

#### **11.8.9 INCIDENTS, "COLLISIONS and CONTACTS" DURING THE BATTLE (10 MINUTE RULE)**

Vehicle contact in drifting is something that the Drift Spain Series recognizes as part of the sport, however, vehicle collisions in a head-to-head battle require decisions and guidelines as follows: In the event of contact, both drivers must try to finish the lap as long as this can be done safely.

##### **11.8.9.1 LIGHT CONTACT**

It is called LIGHT CONTACT when both pilots finish the battle lap after the hit.

#### **11.8.9.2 SERIOUS COLLISION**

It is called a SERIOUS COLLISION when at least one of the two drivers does not finish the lap drifting due to the consequences of the accident.

#### **11.8.9.3 COLLISION WITH RESCUE**

It is called a COLLISION WITH RESCUE when at least one of the two drivers cannot remove the vehicle from the track by their own means and must be rescued, pushed, towed or by means of a crane.

#### **11.8.9.4 VEHICLE AT FAULT**

If the lead vehicle loses drift, goes off line, or unnecessarily slows down too drastically in battle and the chase vehicle hits the lead vehicle, the lead vehicle may be considered at fault for the collision. Each judge will determine fault. If a chase driver has a collision with the lead driver without the lead having made a mistake, he will be considered at fault.

#### **11.8.9.5 COLLISION IN LAP 1 OF THE BATTLE**

In the event of minor contact, both drivers must attempt to finish the lap as long as this can be done safely. The judges will determine how the contact will affect the final verdict of the battle. Drivers may request to go to the pits, where they will have two minutes in their box to assess the damage, and may request a technical break if necessary if it is available to them, and may not change tires on any axle unless they have been damaged due to contact.

If after passing through the pits one of the two drivers does not show up, the other will perform a bye run and the round will continue.

In the event of a serious collision or with a rescue, the at-fault driver will receive zero points.

**THE DRIVER AT FAULT WILL NOT HAVE TIME TO REPAIR, NOT EVEN THE 5 MINUTES OF TECHNICAL PAUSE, EVEN IF THEY HAD THEM AVAILABLE.**

The driver at fault must then attempt to present itself, by its own means, to the starting line, where it will be evaluated by a technical commissioner and it will be checked, with double confirmation, if it is in a safe condition to continue the competition.

The guilty driver may, when heading to the start, unhook himself from the safety systems and get out of the vehicle to inspect it together with the start marshal. The commissioner will assess the damage and may directly deny you the possibility of continuing. If the marshal gives him the opportunity to continue, the pilot must also evaluate the damage himself and confirm to the marshal, yes, I am willing to continue despite the damage suffered, and under the pilot's own responsibility, or no, I am not willing, and withdraw the vehicle from the competition.

So, if the at-fault pilot receives the OK from the steward and his own, he can wait for the not-at-fault pilot to show up (applying the 10-minute rule). If the vehicle does NOT receive the OK from the technical commissioner because it is not able to continue the test safely, the driver will be eliminated.

The driver NOT AT FAULT must apply the 10 minute rule. Then the following scenarios may happen:



DRIVER NOT AT FAULT	DRIVER AT FAULT	RESOLUTION
The not-at-fault driver shows up with the repaired vehicle and receives the OK from the technical commissioner.	The guilty driver waits on the starting line and receives the OK from the technical commissioner	The second round of battle proceeds and the competition continues normally.
The not-at-fault driver shows up with the repaired vehicle and receives the OK from the technical commissioner.	The guilty pilot waits at the starting line and DOES NOT receive the OK from the technical commissioner, or the pilot himself decides to retire.	The non-faulty pilot performs a bye run to verify that it is properly repaired and moves on to the next phase.
The non-faulty driver shows up with the repaired vehicle and DOES NOT receive the OK from the technical commissioner, or DOES NOT APPEAR	(indifferent)	The non-guilty pilot is considered the winner of the battle and moves on to the next phase, but will not be able to carry out the battle of the next phase because he did not repair in time.

#### 11.8.9.6 COLLISION IN LAP 2 OF THE BATTLE

If a collision occurs on lap 2 of a battle, the judges will consider who is at fault and then return to the race by default, to judge the outcome of the battle. If both the leading vehicle and the chasing vehicle collide in the second race of the battle and cannot continue due to excessive damage, and neither is deemed at fault, the winner is determined based on the score of the first lap. of the battle.

The guilty pilot will receive a zero and the judges will give a final verdict of the battle. In the event that this verdict was OMT (One More Time), the not-at-fault driver could repair by applying the 10-minute rule, while the not-at-fault driver would not be authorized to repair, although he would be authorized to change tires.

In the event that the vehicles have contact that may or may not have affected the driver or may not have been the driver's fault, the technical director may need to inspect both vehicles for safety reasons and decide as to whether or not the vehicles need make arrangements, in order to ensure the safety of each driver. In the above scenario, if the result leaves the driver with a flat tire or wheel damage, the technical director may request that both drivers change their tires and/or wheels to ensure that one driver does not receive an advantage over the other driver. .

#### 11.8.9.7 COLLISION DAMAGES AND REPAIR TIME. 10 MINUTE RULE.

Once a collision has occurred, the Judges will determine fault. In some cases, the damage suffered by the vehicles may require time to be repaired and ONLY THE DRIVER NOT AT FAULT, after confirmation by the track marshals, may return to the pits to repair.

To do this, the teams will apply the collision and contact rule and will have 10 minutes to repair the damage. They will go to their box as soon as conditions allow, taking special care when



moving in the paddock, either by their own means or when maneuvering with the crane or rescue vehicle. As soon as the vehicle is introduced into the work area, the officer will notify the team and start the stopwatch and from there the mechanics will be able to begin repairing the car.

The 10-minute clock begins when the official tells the driver/crew member to start, not when the vehicle arrives at the pit. In the event of a collision with rescue, it is permitted to place the vehicle on stands or jack stands. The crane must also leave the site before the start of the 10 minutes. The Director or Competition Official will announce when work can begin, and the clock will count down ten minutes. The entire repair procedure must be completed before the clock runs out.

After 10 minutes, if the vehicle is

- Not running
- It's not on the ground
- It is not safe to drive in the required position (leader or chase)
- Not repaired properly
- Not ready to drive to tire warming área

Then the vehicle will not be allowed to continue.

If the pilot has the technical break available, they can then add it to their time, having 5 extra minutes to finish the work.

#### **11.22 TECHNICAL BREAK (5 MINUTE RULE)**

This rule can be used during phases 2, 3 (ranking, battles)

A technical break is called a stop in the competition that a driver can request during the qualification phase (before starting his lap), during the battle phase (before having shown the thumbs up before the first battle test) , after the two minutes granted for a minor contact or once the 10-minute rule has been applied to the non-faulty pilot in a contact in case he has not had time to complete the repair.

The use of the technical pause between two battle laps is not permitted if there has not been a collision.

Tires are not allowed to be changed during a technical break unless they have been damaged during a collision with another driver.

A driver has the right to request a SINGLE technical break during the round, whether in qualifying or battles, in which the driver may return to the pits to repair the vehicle.

The driver will ask the race official for a technical break and will go to their box as soon as the conditions allow, taking special care when moving in the paddock, whether by his own means or when maneuvering with the crane or rescue vehicle. As soon as the vehicle is introduced into the work area, the officer will notify the team and start the stopwatch and from there the mechanics will be able to begin repairing the car.

The driver and/or team members must not perform any work on the vehicle before the officer initiates the technical stop procedure. Opening the panels and inspecting the damage could be considered work. External visual inspection is allowed.

The five (5) minute clock begins when the official tells the driver/crew member to start, not when the vehicle arrives at the pit. If a tow truck is used, placing the vehicle on jack stands is permitted. The crane must also leave the location before the start of the five (5) minutes. The Competition Director will announce when work can begin, and the clock will count down five minutes. The entire repair procedure must be completed before the clock runs out.

If the five (5) minutes are up and the vehicle

- Is not running
- It's not on the ground
- It is not safe to drive in the required position (qualifying, lead or chase)
- Is not repaired properly
- Is not ready to drive to tire warming area

Then the vehicle will not be allowed to continue.

If the situation is eligible for tire changing, and it is decided to do so, then the tire change must also be completed within the allowed five (5) minutes.

If the vehicle is not repaired at the end of the time determined for the technical break IN CLASSIFICATION:

If you have not completed any rated qualifying round, it will be considered a double zero, and the pilot will not be able to participate in the qualifying battles.

If you have completed a qualifying round with a score other than zero, the driver will qualify for the battles with that score and will be able to repair the car during the time remaining until the battles.

If the vehicle is not repaired at the end of the time determined for the technical break IN BATTLES, the table that appears in the collision and contact rule will be followed.

## **ARTICLE 12. VERIFICATIONS**

Prior to the development of the competition, technical and administrative verifications will be carried out. The verifications must be carried out according to the schedule established in the Specific Regulations of the Competition. In exceptional cases - and provided that there is a duly accredited reason for force majeure - teams that request it may be authorized to pass verifications during the official training day(s). In any case, passing the verifications outside the hours provided for in the Specific Regulations will entail a sanction.

No vehicle may take part in a competition until it has been authorized by the Stewards in view of the results of the pre-competition checks (technical and administrative).

Contestants who have not respected the time limits set for carrying out the verifications will be sanctioned in accordance with the provisions of these Regulations.

A specific verification schedule may be carried out which limits the time that a pilot or groups of pilots can verify, both for technical and administrative verifications or for both, defined in the particular regulations of the test, which may be by categories, by groups of drivers, by numbers or in any order that the organization considers appropriate in each round to promote the organizational fluidity of each round, which could depend on factors due to the particularities of each circuit, location of the race office or the number of registered, and which will be communicated to all contestants prior to the test. Failure to appear at the defined time will be grounds for sanction.

The Sports Stewards of a competition may:

Have the conformity conditions of a vehicle or a competitor verified before, during and after training and/or the race.

Require that a vehicle be dismantled during technical verifications to ensure that the conditions of admission or conformity are fully respected.

Ask a contestant to provide a part they may believe is necessary.

Do not authorize any vehicle to exit for safety reasons.

Technical verifications will be carried out in the place assigned to each competition of a competition. This place must be specified in the Specific Regulations of the competition.

Failure to respect the guidelines indicated in this point entails a penalty specified in the table in Annex I.

### **12.1 DELIVERY OF DOCUMENTATION AND ADMINISTRATIVE VERIFICATIONS**

On the date and time indicated in the Specific Regulations, the necessary documentation for the development of the test will be delivered.

It will be necessary to identify the assistance team (max. 4 people), using a valid ID or passport.

### **12.2. TECHNICAL VERIFICATIONS.**

The provisions of Article 18 of the PCCCTCE will apply.

The technical verifications will be carried out by the officials designated for this purpose, these being the ones responsible for the operations carried out in the Parc Fermé, or in any other place where they are carried out, and they are the only ones authorized to give instructions to the **CONTESTANTS**.

The fact of presenting a vehicle for technical verifications will be considered an implicit acceptance of conformity.

Any vehicle that, after having passed the technical verification, has been dismantled or modified in such a way as to affect its safety or question its conformity or has been involved in an accident with similar consequences, must be presented to the Technical Stewards for verification, remaining at their disposal. These will indicate to the Stewards and the Race Director whether or not the vehicle conforms. In the latter case, (non-compliant vehicle) whether for technical or safety reasons, the vehicle must go to its Box or Parc Fermé as appropriate.

The Race and/or Competition Director may request, during any time during practice, classification or finals, that any vehicle that has been involved in an accident be stopped and verified by the Technical Stewards.

The number of vehicles provided for in the corresponding Regulations, as well as those decided by the Sports Stewards of the competition, will be subject to technical verification.

The final technical verifications of the race must be carried out in the presence of the COMPETITOR of the vehicle to be verified or his representative. In the case of absence of the COMPETITOR or his representative during the duly announced verification act, no protest may be made regarding the verification act. Likewise, two mechanics, designated by the COMPETITOR or his representative, may be used for disassembly tasks if the Stewards deem it appropriate.

The Technical Stewards may retain one or more parts of a vehicle in order to control them. These pieces will be duly marked in the presence of the COMPETITOR or his representative, who will receive a copy of the sealing certificate with a description of the marks. In the case of absence of the COMPETITOR or his representative during the (duly announced) verification of a retained piece, no protest may be made regarding the origin of the aforementioned pieces.

As a general rule, infractions of a technical nature will be sanctioned in qualifying training sessions with cancellation of the score obtained and in final phases with disqualification from the competition, unless the Sports Stewards consider another sanction, based on the specific conditions of the event that judged or specific provision of the Specific Regulations of the Contest.

### ARTICLE 13. APPLICANTS

The European Drift Challenge presents a single category, which will be reserved for pilots who hold the corresponding driver's license valid for the 2023 season as established in Article 2 of the Common Prescriptions for Championships, Cups, Trophies and Challenges of Spain.

EUROPEAN DRIFT CHALLENGE			
LICENSE TYPE / PERMISSIONS	DEF	APPLICATION AND DURATION	OBSERVATIONS
INTERNATIONAL	ITA, ITB, ITC-C, ITD-C	NATIONAL SEASON UNTIL 12/31/2023	SCORE AND BLOCK
PILOT GRADE A	PA		
PILOT GRADE A CIRCUITS	PA/C		
PILOT GRADE B	P.B.		
PILOT GRADE B CIRCUITS			
PILOT GRADE B RESTRICTED	PB/RES	ONE SINGLE NATIONAL EVENT	NO SCORE OR BLOCK
PILOT LICENSE GRADE A	PPA		
GRADE B PILOT LICENSE	PPB		

Likewise, the European Drift Challenge is open to all drivers who are in possession of the corresponding licenses issued by the ADNs of the EU member countries and assimilated in accordance with the provisions of the FIA regulations.

**PARTICIPANTS WHO ARE NOT SPANISH AND DO NOT HAVE A RFEDA LICENSE MUST PROVIDE THE START PERMISSION OF THEIR CORRESPONDING FEDERATION.**

Agreements signed by the RFEDA.

For the 2023 season, the RFEDA has signed agreements with the ADNs of Portugal and Andorra.

The drivers must be duly accredited, as well as the equipment must be reachable at all times and at the disposal of the race management. Pilots are obliged to know and respect all the signs provided in Annex H of the CDI, and obey all instructions from the Competition Officials. Failure to respect said orders or signs will result in a penalty at the discretion of the Stewards, which may lead to disqualification from the competition.

#### **ARTICLE 14. REGISTRATIONS**

The Closing of registrations will take place up to 24 hours before the date of the round, and will be stated in the Specific Regulations.

Registration fees will be €350, the full cost of which will be paid by the main sponsor of the event (VOLRACE).

The amount of the registration fees will be stated in the Specific Regulations of each competition. These rights may be doubled in the event that a **CONTESTANT** does not accept optional advertising.

At the time of closing of registrations, the Organizing Committee will prepare a list that will include the **COMPETITOR**, the driver and the vehicle. This list will be sent immediately to the RFEDA.

Once registration is closed, no other team may be admitted.

After registration closes, changing contestants is prohibited.

By simply signing the registration form, the contestant and all the members of his or her team are subject to the sports jurisdictions recognized by the CDI, as well as the provisions of these Sports Regulations. Likewise, you declare under your sole responsibility that the data provided is true.

Likewise, by simply submitting the registration form, you declare and accept that:

- Who participates in the competition under his sole and exclusive responsibility.
- That it will not hold the RFEDA, the Organizing Entity, the Organizers, the Officials, the corresponding Autonomous Federation, or the collaborators responsible for any injury suffered during the competition.
- That excludes all liability and waives any claim against the entities and people listed in the previous point.
- That he will respect the decisions of the Sports Stewards and in everything, he will make use of the rights of Appeal and Claim guaranteed in the CDI
- Be reachable at all times during the test, as well as have the relevant accreditation at all times.
- The Organizer reserves the right not to accept the registration of a contestant or a driver.
- The simplified Specific Regulations will establish, if applicable, the maximum number of registrants.
- The registration application will not be accepted if it is not accompanied by the registration fees.

- Refund of registration fees.
- Registration fees will be fully refunded in the following cases:
  - To applicants who have been denied registration.
  - In case the competition is not held.
  - If the registration is canceled before the publication of the list of registered participants.
  - 50% of the registration fees when due to reasons of force majeure, duly verified, it is not possible to participate in the competition and it is notified before the verifications.
- Contestants must register for each of the competitions included in the Contest, filling out the official registration forms in their entirety.
- By registering for a competition, participants expressly authorize the Organizer to use the images taken during the competition, according to art. 12 of these Sports Regulations.
- Registration forms must contain, at a minimum:
  - A declaration that both the contestant and any person related to and affected by participation in the corresponding Contest have read, understood and accepted the CDI and its Annexes, as well as the applicable Regulations.
  - The make of the vehicle used.
  - The engine brand.
  - The name of the contestant and his license number.
- Registration procedure.
- Complete Annex III. Registration Request.
- Enter the registration fee into the corresponding account.
- Send a digital copy of Annex III. Registration Request and proof of entry to the email address of the competition organizer: [info@driftsapainseries.com](mailto:info@driftsapainseries.com)

#### **14.1 REGISTRATION LIMIT:**

The maximum number of registered pilots will be 50, selected by the Organizing Committee.

#### **14.2 SPOTTERS**

When each driver registers, he or she will be able to designate a person as a Spotter, who will help him or her make sporting decisions and will be able to give him or her instructions on his or her opponents' route through radio communication.

The spotter will be the only person other than the pilot who will be able to access the briefing.

The spotter will be the only person authorized to communicate with the pilot during the time on the track, who must be reachable at all times. Failure to do so entails a penalty specified in Annex I.

Each pilot will designate the spotter during registration, with name and ID, and it can only be changed by giving notice up to 24 hours before the start of each test.

#### **ARTICLE 15. COMPETITION NUMBERS AND NAME OF THE DRIVER**

Throughout the race, each vehicle will carry the race number corresponding to the list accepted by the organizer at the beginning of the race. The size, shape and color of the competition numbers placed on the vehicle must be in accordance with FIA and RFEDA regulations. In the case of new registrations, the numbers will be added in consecutive order.

The organizer will deliver the competition numbers at the beginning of the test, which must be maintained during it. In case of breakage or loss, the contestant must replace it with another one of the same or with the same characteristics. The organizer will have replacement bibs at a rate of €50.00 per pair. The competition numbers must be placed in the manner described below:

**MANDATORY SUN VISOR** with the competition number, located on the front glass. (Will be delivered by the organization)

**MANDATORY DOOR COMPETITION NUMBER** with the driver's name and participation number in the European Challenge, located on the doors of the vehicle. (Will be delivered by the organization)

**ADVERTISING FROM THE SPONSORS OF THE EUROPEAN DRIFT CHALLENGE** located on the front and rear bumper, on the sides and center. (Will be delivered by the organization)

The competition numbers must appear on the vehicle in the preliminary technical verifications.

The absence of one of the competition numbers will result in a fine of €100.00.

The simultaneous absence of competition numbers will lead to disqualification from the competition, as specified in the sanctions table in Annex I.

#### **ARTICLE 16. IMAGE RIGHTS**

The image and public dissemination rights of the qualifying competitions of the European Drift Challenge belong exclusively to the organizer VOLRACE COMPANY SL / DRIFT SPAIN. Consequently, the formalization of registration in one of these competitions implies for the CONTESTANTS, drivers and members of the teams that take part in it, the express transfer to VOLRACE COMPANY SL / DRIFT SPAIN of the power to capture, register, manage commercially and disseminate the images of the participating vehicles and the athletes who occupy them, under the terms and conditions they deem appropriate. Under no circumstances may VOLRACE COMPANY SL / DRIFT SPAIN use the image of individuals involved in a competition for purposes other than the mere broadcast of the sporting event - whether through the media or the marketing of the images in edited reports or for the promotion of sport.

The installation of onboard cameras must be requested with permission and reported in the verifications of their assembly. Failure to do so entails a sanction at the discretion of the Stewards, as established in the table in Annex I.

#### **ARTICLE 17. INSURANCE.**



The Organizers of competitions included in the RFEDA Calendar will comply with the regulations stipulated on insurance matters by the aforementioned Entity.

The current Sports Law and regulations that develop it establish that all state and/or international competitions held in Spain must be in possession of the mandatory organization permit issued by the Federation.

Based on this, the RFEDA assumes responsibility for directly contracting insurance that covers these competitions.

When the organization permit is issued, once the established requirements have been met, the competition is insured with the coverage and in the terms and conditions established by Sports Law 10/1990 and in Annex II of RD 1428/2003, through the policy. insurance contracted for this purpose by the RFEDA.

In the event of an accident in which damage has been caused to people or property, the competitor or his representative must notify it in writing to a Sports Commissioner or - failing that - to the Race Director, as quickly as possible and within a maximum period of 24 hours.

This statement will state the circumstances of the accident, as well as the names and addresses of the witnesses.

Contestants are reminded that only damages caused by the Organizers and the title drivers are covered by the Insurance Policy contracted by the RFEDA, excluding damages that may be suffered by the participating drivers or cars themselves.

Regardless of said CR insurance, the contestants and pilots are free to contract, at their own expense and at their convenience, the individual insurance they deem appropriate.

The contestants and pilots, in the event of an accident, exempt the Organizing Entity of the competition from all responsibility and waive any claim against them.

#### **ARTICLE 18. COMPETITION OF AN AUTONOMOUS NATURE IN A TEST WHERE A SCORING COMPETITION IS HELD FOR THE EUROPEAN DRIFT CHALLENGE.**

Only the RFEDA may authorize that in a test where a competition scoring for the European Drift Challenge is held, other competitions of the same sporting specialty that are not scoring for said Competition may take place and in that case the provisions of the PCCTCE will apply.

#### **ARTICLE 19. CANCELLATION OF A COMPETITION.**

The Organizing Committee of the European Drift Challenge reserves the right to cancel a competition if the number of entries is equal to or less than 10 vehicles, as well as for reasons of force majeure, as understood by said Entity.

#### **ARTICLE 20. GENERAL OBLIGATIONS OF THE TEAMS AND ETHICAL CODE OF CONDUCT.**

The contestants or their duly accredited legal representatives, as well as the team, must be contactable and available to the race management at all times.

Pilots are obliged to know and respect all the signs provided in Annex H of the CDI, and obey all instructions from the Competition Officials. Failure to respect said orders or signs will entail, at the discretion of the Stewards, a penalty, which may lead to disqualification from the competition.

A driver, team member or other participant who endangers others will be immediately disqualified from participating in the current event, and may also be deprived of participation in all future events.

All drivers and teams must maintain safety and professionalism at all times. Any type of negligence or violation of any safety issue will not be tolerated.

Only the drivers and their spotters (one per driver) have the right to ask questions about the test and discuss rationally with the officials and/or judges during free time, training, briefings and post-race meetings in case of There are some in the particular test, but never during the qualifications or the race.

If the driver and/or any member of his team behave in an inappropriate, insulting or unprofessional manner with the image of the championship or personally towards any member of the staff, especially with a judge, official or steward of the event, they will be subject to sanctions. mentioned later. This rule is also valid for discussions or comments on the Internet or on social media platforms, and will be severely punished if they happen on public profiles of the drivers or teams.

Each driver is responsible for the conduct of his representatives, team, team and guests at all times during the course of the championship, not only during the event but also between events.

Alcohol and/or drugs are strictly prohibited for drivers throughout the event. Driver checks may be carried out at random intervals throughout the season.

Failure to comply with the code of conduct carries sanctions stipulated in Annex I.

## **ARTICLE 21. INSTRUCTIONS AND COMMUNICATIONS TO CONTESTANTS**

The Sports Stewards may, on an exceptional basis, give instructions to the contestants through special communications in accordance with the provisions of the CDI.

These instructions must be distributed to all contestants and, in any case, published on the Official Notice Board, which will attest to the publication.

The classifications and results of the qualifying training sessions and duels, as well as all the competition decisions that the Sports Stewards deem appropriate will be placed on the Official Notice Board.

Any decision or communication from the Sports and Technical Stewards or the Race Director that affects a specific CONTESTANT will, in addition and whenever possible, be communicated immediately and in writing to the COMPETITOR.

Likewise, the Stewards will publish the results of each verified vehicle and make them available to the other contestants. These results will not include particular figures, except when a vehicle does not comply with the Technical Regulations.

The contestant or his representative must be contactable throughout the duration of the competition.

The official instructions will be transmitted to the pilots through the signals provided by the CDI, with the flags measuring 70 x 90 cm and the red and checkered flags measuring 90 x 110 cm. Contestants cannot use flags similar to those used officially, regardless of the way they are. The signals transmitted to the pilots through the flags and signals provided in the CDI must be respected without delay.

When the red flag is shown, all drivers must substantially and immediately reduce their speed and return to the Pit Lane (or place provided for by the Competition Regulations), prepared to stop if necessary, with overtaking being prohibited.

On the other hand, a driver's call to the Pit Lane using a black flag must be attended to and the driver must not complete more than two complete laps (during practice) before entering the Pit Lane.

## **ARTICLE 22. ADVERTISING.**

Advertising will be admitted, as long as it is not offensive or libelous, on the participating cars, as well as those that the organizers may contract on fences, stands, podiums, regulations, printed matter, etc.

Advertising on the vehicles must respect the part of the bodywork reserved for competition numbers and plates, as well as the area reserved for the sponsors of the European Drift Challenge, and must not—in any case—hinder their correct vision.

The Organizers may offer the participants advertising contracted by them, and they are free or not to accept it, except for that linked to the numbers and/or plates, which will be mandatory.

The rejection of optional advertising may entail a double increase in the registration fees provided for teams that accept said advertising.

Teams that have accepted the Organizer's optional advertising and do not carry it during the duration of the competition will be sanctioned with a cash penalty equal to the registration fees.

Sponsors:

The sponsors of the European Drift Challenge will be published as an annex to these Sports Regulations.

Contestants who have any incompatibility between their sponsors' advertising and that mandatory in the European Drift Challenge may request an exception from the organizer.

The organizer may exempt, at its sole discretion, the contestant from placing this incompatible advertising, setting, in this case, an increase in the registration fees, equal to three times what is established for the teams that accept said advertising.

The Organizer may not intervene in the advertising that a vehicle or a participant may carry, nor may it oppose it. However, the Sports Stewards can make the decisions they deem appropriate in the event of a violation of current legislation on advertising in sports.

Advertising linked to the official sponsorship of the European Drift Challenge will be mandatory as a priority for its participants. Its characteristics and locations will be specified by the Contest Organizer, after consultation with the interested parties when approving the advertising contract, either as an integral part or as an Annex to the Regulations applicable to the corresponding Contest.

Teams may display commercial advertising on clothing, as well as on the vehicle, provided that: They are in accordance with the provisions of the RFEDA advertising regulations.

Respect the places provided for in the Regulations for mandatory advertising.

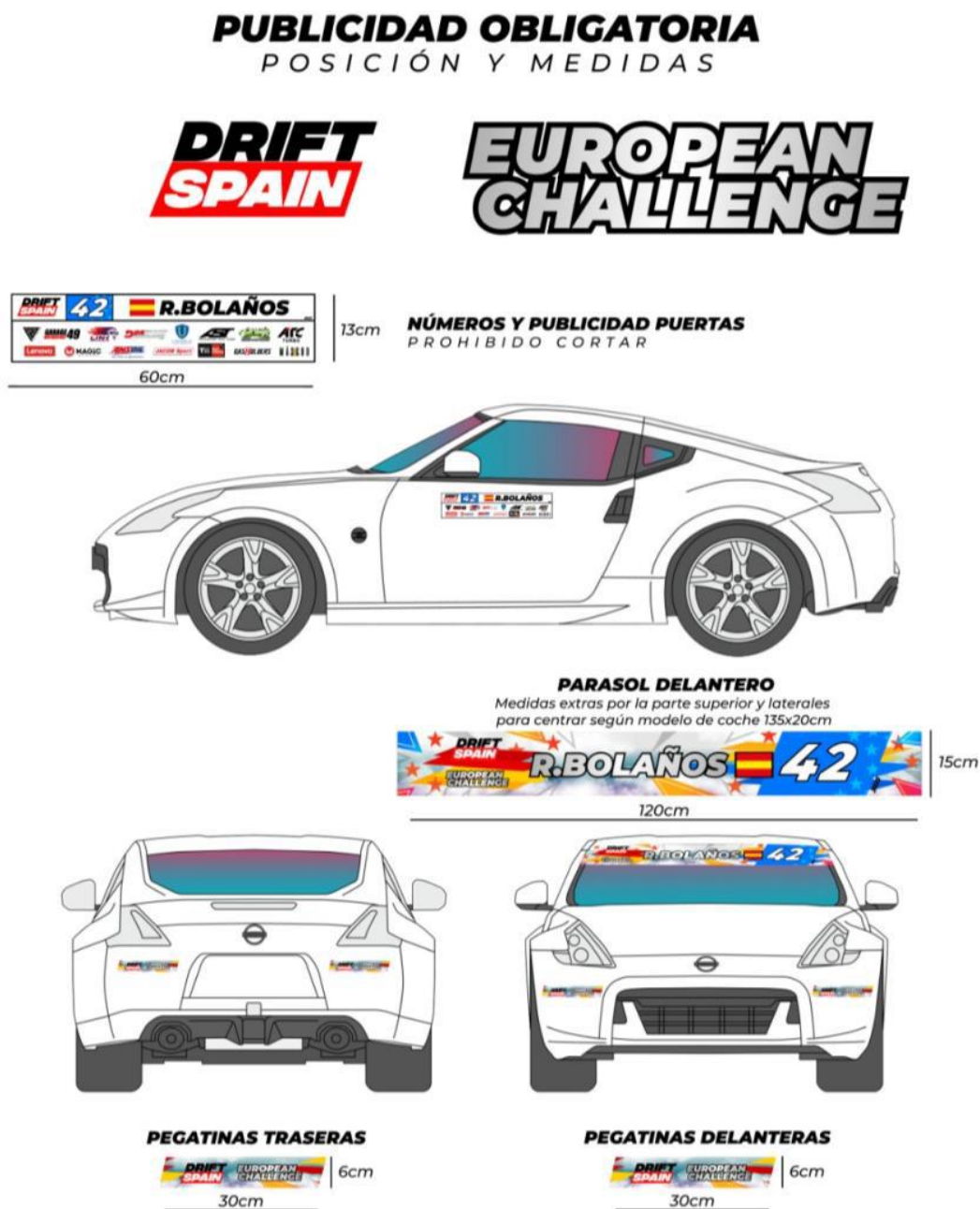
Any advertising contrary to that established, or placed in a place other than that indicated in the Regulations, must be expressly authorized by the organizer of the competition and/or the RFEDA.

It is the responsibility of each contestant to correctly place all mandatory advertising, in preliminary verifications and during the course of the competition.

The pilot or contestant who does not respect the placement of the mandatory advertising will receive a sanction stipulated in the table in Annex I.

**Mandatory advertising situation**

The mandatory advertising of the European Drift Challenge must be placed in the places established in the following image of this Regulation.



It is mandatory to carry the stickers with the sponsors' logos on the vehicle exactly in the intended place and without making any modifications to them, as indicated in the previous image

IT IS THE RESPONSIBILITY OF EACH CONTESTANT TO PLACE AND MAINTENANCE THE MANDATORY ADVERTISING IN ITS RESPECTIVE PLACE BEFORE THE OFFICIAL VERIFICATIONS AND IT MUST REMAIN IN ITS PLACE DURING FREE TRAINING, QUALIFYING AND FINAL DUELS.

Failure to comply with one or more of the mandatory advertisements in the competition will result in the loss of the points earned in the competition, and may lead to expulsion from the European Drift Challenge, as stipulated in the table in Annex I.

## **ARTICLE 23. GENERAL DISCIPLINE IN PADDOCK, BOXES, PIT LANE and USE OF FACILITIES.**

The organization will have sufficient surface area in the Paddock to carry out the different activities that take place around each competition.

In each of the circuits there will be enough parking to cover the needs of the teams participating in each competition.

The parking of private vehicles in the Paddock area of the Event in question is prohibited (exclusively reserved for duly accredited workshop vehicles).

If a team wishes to install any type of structure (tents, trailers, chairs, umbrellas, etc.) behind the pits, it must have special permission from the Organization.

The entry of animals is prohibited (except those that may be specially authorized for use by security services and blind dogs) in the Paddock area, Pits, Pit Lane, Track and in all areas reserved for spectators.

Minors under 16 years of age, even if they are accredited, have prohibited access to the Pits, Pit Lane and Track.

The Pits are an extremely dangerous area. If anyone under 16 years of age is present in them, they will remain under the responsibility of each team.

Any person, related or not to any registered competitor, who is in the Paddock area, in the Boxes, the Pit Lane, in the Starting Grid or inside any other facility that requires it, must wear a accreditation pass valid for the area in question.

The situation of team members and repairs to vehicles can only be carried out in the Pit Lane area assigned to each CONTESTANT.

Electrical outlets, water outlets and/or drains must be used with appropriate and safe adapters and/or systems, which guarantee their proper use and functioning during the use of the facilities.

It is prohibited to paint, drill, dismantle or misuse the circuit facilities (Paddock, Boxes, Pit Lane, signaling wall, etc.). Any damage caused to the facilities will be the responsibility of the COMPETITOR.

All material—including tires—must be inside the pits.

It is the responsibility of the teams to remove used tires and all waste caused by the team from the circuit facilities once the competition is over. If they do not do so, they must pay the corresponding collection and recycling fee.

All teams must have a waterproof tarp in the vehicle repair and/or parking area within their area in the paddock in order not to leak any type of liquid into the subsoil. This must be collected at the end of the event. This tarp can be replaced by a stand-type canopy as long as it fulfills its function.

In circuits where a refueling area is available, it must be used by the participants, and they cannot refuel in the box itself.

Failure to comply with the provisions of this article entails sanctions stipulated in the table in Annex I, which can range from a financial fine to expulsion from the test.

## ARTICLE 24. GENERAL SECURITY DISCIPLINE

It is mandatory that all drivers taking part in training, qualifying and final phases of the European Drift Challenge always wear all safety elements (suit, helmets, gloves, etc.). The lack of one of these elements will entail a sanction described in Annex I Penalties of these Sports Regulations. From the beginning and until the end of the training(s), qualifying, or final phases and until all the vehicles have reached the Parc Fermé, by their own means or by other means specified in these Regulations, no one is authorized to remain on the track except for the Track Marshals in the execution of their mission, the pilot when driving or under the instructions of the Track Marshals, and the mechanics, in accordance with the provisions of these Regulations.

Movement through the Paddock, service area and Pit Lane, both during training, qualifying and final phases, will be carried out with the utmost precautions and at a speed of less than 30 km/h. It is prohibited to push a vehicle on the track by the driver or any member of his team.

Only, a vehicle can be pushed to move it from any dangerous position in which it may be found, always under the instructions of the Track Marshals.

The track may only be used by drivers who are authorized to take part in the session scheduled at that time.

The driver of any vehicle that intends to leave the track, or to access the inside track, or to return to his box or to the Paddock area must give prior notice of his intention, and it is his responsibility to ensure that this maneuver does not represent danger.

It is totally prohibited for drivers to drive their vehicles in the opposite direction to that of the race, except by express order of the track marshals or race management.

Pilots must use the track at all times. A driver cannot leave the track, deliberately, without a justified reason. If a vehicle leaves the track for any reason, the driver can rejoin the track. However, it can only be done when it is safe.

However, maneuvers likely to disturb other drivers, hit another vehicle or deliberately drag it beyond the edge of the track are strictly prohibited.

Carrying out any dangerous maneuver of any other unsportsmanlike nature (e.g. a collision), repetition or evidence of lack of mastery or control of the vehicle may be penalized in accordance with the provisions of Annex 1 of this Regulation.

In the event that the Track Judges consider that a driver is engaging in reckless behavior, endangering other drivers, he or she could be disqualified. He will be shown black flag.

The abusive use of loopholes, the repeated invasion of the pozzolana (beyond the curbs or shoulders), may cause the Track Judges to deem it appropriate to disqualify the driver. He will be shown black flag.

Maintained burnout: If a driver burns wheels in a sustained manner, damaging the track, he will be disqualified from the competition and will not get any points, regardless of the result obtained. In addition, the responsible pilot will bear the costs of repairing said damages.

If a vehicle stops outside the Pit Lane, it must be removed from the track as quickly as possible so that its presence does not pose a danger or hinder other drivers.

Any vehicle abandoned by its driver on the circuit, except to attempt the repairs provided for in this Regulation with on-board means, will be considered retired, regardless of the cause or duration of this abandonment.

No driver has the right to refuse to have his vehicle pushed or towed by mechanical means to the outside of the Track. On the contrary, he must do everything possible to facilitate the maneuver and obey the instructions of the Track Marshals.

The driver who leaves his vehicle must leave it in neutral and with the steering wheel in place.



If, in the opinion of the Stewards, a driver deliberately stops on the circuit or prevents the normal movement of another driver(s), he/she will be penalized in accordance with the provisions of Annex 1 of these Regulations.

## **ARTICLE 25. SIGNAGE**

Article 2.4 will apply. of Annex H of the CDI and in general, and must be respected at all times during the test:

### **25.1. Green flag**

Indicates the start of a warm-up lap or the start of a practice session, if the Race Director deems it necessary.

This flag should be used to indicate that the track has been cleared and should be shown waved at the marshal's station after that which would have required the use of one or more yellow flags.

### **25.2. Yellow flag**

It is a danger signal and should be displayed to pilots in two ways, with the following meanings: Single flag waved: Slow down, do not pass, and be prepared to change direction. There is a danger at the edge of the track or in a part of it.

Two flags waved: Slow down considerably, do not pass, and be prepared to change direction or stop. A hazard completely or partially obstructs the track and/or marshals are working on or next to the track.

Normally, yellow flags should only be displayed at the race marshal's station immediately before the dangerous spot.

However, in some cases, the Race Director may order more than one marshal's station to appear prior to the incident.

Overtaking will be prohibited between the first yellow flag and the green flag displayed after the incident.

Any violation of this rule during the training sessions of a competition will be penalized in accordance with the provisions of Annex 1 of these Regulations.

### **25.3. Yellow flag with red stripes**

This flag should be shown motionless to the drivers to warn them of a decrease in grip due to the presence of oil or water on the track in the area of influence of the flag.

This flag should be displayed (depending on circumstances) for a minimum of 4 laps, unless the pavement normalizes sooner. It will not be necessary to present a green flag in the sector following the one in which the yellow flag with red stripes has been shown.

### **25.4. White flag**

This flag must be waved. It is used to indicate to the affected driver that there is a much slower vehicle in the sector of the track controlled by that signaling position.

### **25.5. Red flag**

This flag should be waved over the starting line when it has been decided to stop a practice

session. Simultaneously, a red flag should also be waved at each marshal's station around the circuit.

If the signal to stop the race has been given:

During qualifying, all vehicles will immediately reduce their speed and slowly return to their respective garage.



During the finals, both vehicles must reduce their speed immediately and proceed slowly to the starting line.

Overtaking is prohibited and drivers will take into account that competition and service vehicles may be on the track, that the circuit may be completely obstructed due to an accident and that atmospheric conditions may have made the circuit impassable at all times. high speed.

#### **25.6. black flag**

This flag should be used to inform a given driver that he must enter the Pit Lane the next time he passes through its entrance and stop in his pit (garage) or at the place designated in the Supplementary Regulations or in the Trophy Regulations. If for any reason, the pilot does not respect this instruction, he will be sanctioned in accordance with the provisions of Annex 1 of this Regulation. This flag should not be displayed for more than four consecutive laps during practice.

The decision to display this flag is the exclusive responsibility of the Stewards, the Track Judges, and the Race Director. The affected team will be immediately informed of such decision.

#### **25.7. Black flag with an orange disc (40 cm in diameter)**

This flag should be used to inform a given driver that his vehicle has mechanical problems that may constitute a danger to himself or other drivers, and that he must stop in his garage on the following lap. When the mechanical problems have been resolved to the satisfaction of the Chief Technical Stewards, the vehicle will be able to return to the track.

The last two flags described (22.1.6. and 22.1.7.) should be shown motionless, and accompanied by a black panel with a white number that should be presented to the driver of the vehicle carrying that number. The flag and number can be combined into a single panel.

#### **25.8. Black and white checkered flag**

This flag should be shown waved; means the end of a training phase, the qualification phase or the battle or final phase.

Ignoring the flags carries a penalty described in Annex I of this regulation.

### **ARTICLE 26. PIT LANE / PARK FERM AND ASSISTANCE IN THE BOXES**

The provisions of the PCCCTCE will apply.

The closed park is the area stipulated for review by CC.DD. if necessary, of all the vehicles registered in the test. It may be in any area of the circuit previously stipulated and communicated to all drivers and teams. No member of the team will be able to carry out any type of repair on the vehicles in the parc ferme.

During the training, qualification phase and final phase, access to Pit Lane will only be authorized through the deceleration zone.

For the avoidance of doubt, the Pit Lane will be divided into two lanes defined as follows:

**26.1. FAST TRACK:**the closest to the separation wall between the track and the Pit Lane. Circulation must be carried out along it. Any vehicle that is on this road at any time must be in running order with the pilot on board.

**26.2. INTERIOR ROAD:**the road closest to the Pits, for this reason it is the only area of Pit Lane where work on vehicles is allowed.

If any material has been inadvertently left on the expressway, it must be removed immediately. Vehicles may only enter the expressway if the driver is seated behind the wheel in the normal driving position, even if the vehicle is being pushed by mechanics.

The placement of team members and repairs to vehicles may only be carried out in the Pit Lane area assigned to each CONTESTANT.

If a driver exceeds his Box, or the area assigned to his team on the inside lane, before stopping, he can only access his area by pushing. Reversing in the Pit Lane is strictly prohibited.

In a competition in which several competitions are held, competitors may not use the Pit Lane except for the duration of the training and race for which they are registered or by express authorization of the Race Director and/or Test Director.

Vehicles must remain on the slow lane of the Pit Lane until the green light at the Pit Lane exit traffic light turns on. Only then are vehicles authorized to proceed to the Pit Lane exit through the fast lane.

### **26.3. Support Team / Team Representative:**

The mechanical assistance team will consist of a maximum of four people per car. They must wear work overalls that cover all parts of the body, gloves and appropriate footwear. They must be identified, accredited, and with an adequate image at all times. Lack of accreditation carries a penalty specified in the table in Annex I.

In each team there will be only one person, who will be designated at the time of preliminary verifications, to act as a representative of the team (contestant) and also of Spotter. The only person authorized to address the Stewards, Track Judges and Race Director will be said representative.

In the event that the participant is not part of a team and participates alone, it will be understood that only he can communicate with the Sports Stewards, Judges of Fact and Race Director.

### **26.4. Civic behavior in the paddock**

It is completely prohibited to carry out dangerous maneuvers in the paddock, whether they are “mechanical tests”, such as performing burnouts or driving at speeds greater than 10 km/h.

It is prohibited to stay longer than stipulated in the closed park.

It is prohibited to exceed the white line in training sessions, whether free or qualifying.

It is also prohibited to make excessive noise in the paddock without any purpose related to the competition, which could be disturbing to the rest of the competitors or the public.

## **ARTICLE 27. SUSPENSION OF A COMPETITION.**

If a competition that has already started must be suspended due to force majeure, without all participants having competed in the Phases that comprise it, Final Classifications will be drawn up in accordance with the following criteria:

If the suspension occurs before the Finals battles have started, the Official Classification of Phase 2 - Qualifications will be elevated to the Final Classification of the competition.

The suspension occurs with the battles that make up the round of Round of 32 of the Final Phases already played, the following classification will be drawn up:

1st to 16th Ranked, the winners of battles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ordered by highest score obtained in the Phase 2- Qualifying Training.

16th to 32nd Classified, the losers of battles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ordered according to the score obtained in Phase 2- Qualifying Training.

If the suspension occurs with the battles that make up the Round of 16 of Phase-4 Finals already played, the following classification will be made:

1. 1st to 8th Ranked, the winners of battles 17, 18, 19, 20, 21, 22, 23, and 24 ordered by highest score obtained in Phase 2- Qualifying Training.

9th to 16th Ranked, the losers of battles 17, 18, 19, 20, 21, 22, 23, and 24 ordered according to the score obtained in Phase 2- Qualifying Training.

16th to 32nd Classified, the losers of battles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ordered according to the score obtained in Phase 2- Qualifying Training.

If the suspension occurs with the battles that make up the Quarterfinal round of Phase 4-Finals already played, the following classification will be made:

1st to 4th Classified, the winners of battles 25, 26, 27 and 28 ordered according to the score obtained in Phase 2- Qualifying Training.

5th to 8th Classified, the losers of battles 25, 26, 27 and 28 ordered according to the score obtained in Phase 2- Qualifying Training.

9th to 16th Ranked, the losers of battles 17, 18, 19, 20, 21, 22, 23, and 24 ordered according to the score obtained in Phase 2- Qualifying Training.

16th to 32nd Classified, the losers of battles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ordered according to the score obtained in Phase 2- Qualifying Training.

If the suspension occurs with the battles that make up the Semifinals round of Phase 4 - Finals already played, the following classification will be made:

1st and 2nd Classified, the winners of battles 29 and 30 ordered according to the score obtained in Phase 2- Qualifying Training.

3rd and 4th Classified, the losers of battles 29 and 30 ordered according to the score obtained in Phase 2- Qualifying Training.

5th to 8th Classified, the losers of battles 25, 26, 27 and 28 ordered according to the score obtained in Phase 2- Qualifying Training.

9th to 16th Ranked, the losers of battles 17, 18, 19, 20, 21, 22, 23, and 24 ordered according to the score obtained in Phase 2- Qualifying Training.

16th to 32nd Classified, the losers of battles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 ordered according to the score obtained in Phase 2- Qualifying Training.

If the suspension occurs in the final round of Phase 4 (ELITE), THE POINTS ARE DIVIDED EQUALLY TO ALL WITH THE MAXIMUM NUMBER OF POINTS TO EACH ONE

In all the cases described, this resulting classification would be elevated to the Final Classification of the Competition.

## ARTICLE 28. PODIUM CEREMONY.

Drivers must wear sponsor-specific apparel if available for the entire podium ceremony, until all 3 drivers are on the podium and official photographs are taken. Each driver is allowed to wear his or her own sponsor's clothing and be alone on the podium for photographs or similar only after the official ceremony has taken place.

Any violation of the provisions of this article will entail the sanction provided for in Annex 1.

In each competition, trophies will be awarded to the first three finishers.

Failure to attend the Podium Ceremony will result in the loss of the Trophy, except for reasons of force majeure.

## ARTICLE 29. EUROPEAN DRIFT CHALLENGE CLASSIFICATION. AWARDS.

In the qualification phase, first place, second place and third place will receive prizes from the organization, which may correspond to competition material or another type of gift.

In the final phase you will receive a check worth:

- **1st place:** €5,000
- **2nd place:** €3,000
- **3rd place:** €1,500

## ARTICLE 30. CLAIMS AND APPEALS.

### **Claim.**

All claims must be submitted in writing to the Race Director. In his absence, you must address the President of the College of Sports Stewards.

Any COMPETITOR may file a claim against the conformity of another vehicle. This may deal with different mechanical elements that must be necessarily specified. In any case, claims must be made based on well-defined aspects, never on vague or general concepts (for example: claims cannot be made against the vehicle's performance, stability, engine, etc.).

Any claim must be formulated in accordance with the provisions of Art. 13 of the International Sports Code, accompanied by a bond established in ONE THOUSAND EUROS (€1,000). If the claim entails the disassembly (and consequently its assembly) of the vehicle, a complementary deposit will be required, which will be established based on the nature of the operation and the hourly rate in force for labor in the place where the disassembly is carried out. and subsequent assembly, and depending on the vehicle in question.

If the claim covers several elements, the deposit will be the accumulation of the different verification expenses.

If the claim is founded, the deposits will be returned to the claimant and the claimant will bear the actual costs of the verification.

If the claim is unfounded, the claimant will lose the deposit of ONE THOUSAND euros (€1,000) and will pay the actual costs of the verification from the complementary deposit, returning the rest — if applicable — to the claimant. Otherwise he must pay the rest of the cost of the verification.

In the case of innocence of the CONTESTANT in an ex officio verification, he/she accepts that no refund will be recognized. In the event that an irregularity is detected during the ex officio verification, the COMPETITOR will bear the actual costs of the verification.

### **Right to Claim.**

The right to claim will only correspond to the contestants; However, officers may always act ex officio, even if no claim is filed.

Several contestants cannot submit a joint claim.

A contestant who wishes to file a claim against more than one contestant must file as many claims as there are contestants involved in the corresponding action.

Claims against the decisions taken by the Judges of Fact in the exercise of their functions will be inadmissible. The decisions of these judges are final and unappealable.

### **Appeal**

In accordance with what is indicated in Art. 15 of the International Sports Code, every CONTESTANT has the right to appeal against the decisions made by the Sports Stewards of the competitions in the manner and deadlines established in the aforementioned Article, accompanied by a bond of 2,500 Euros.

## ARTICLE 31 ASSISTANCE AREA.

The organizer will have an area within the circuit area for mechanical assistance of the vehicle. (paddock area, box, etc.)

All repairs except those authorized by the Stewards must be carried out within the service area. Within the service area, it is prohibited to hold acceleration competitions, endanger the physical integrity of other people, etc. Any violation of the rules of the attendance zone may be sanctioned with a penalty, up to and including disqualification from the competition, at the discretion of the Sports Stewards.

Participants will be able to go through the assistance area to repair their vehicle at any time during free practice and between the different phases. Starting with the qualifying training

sessions and during these and the battles, the rules of the technical break (5-minute rule) and collisions and contacts (10-minute rule) will apply.

### ARTICLE 32. PARK CLOSED. FINAL VERIFICATIONS.

At the end of the competition, each team will be in charge of moving its vehicle to the Parc Fermé, if this is reflected in the Specific Regulations of the Competition. A quick check will be carried out to verify its conformity with the vehicle presented in the preliminary verifications.

The vehicles will be considered in parc fermé from the moment they finish their participation until 30 minutes after the provisional classification of the competition is made public.

During the closed park regime, it is prohibited to make any repairs to the vehicle.

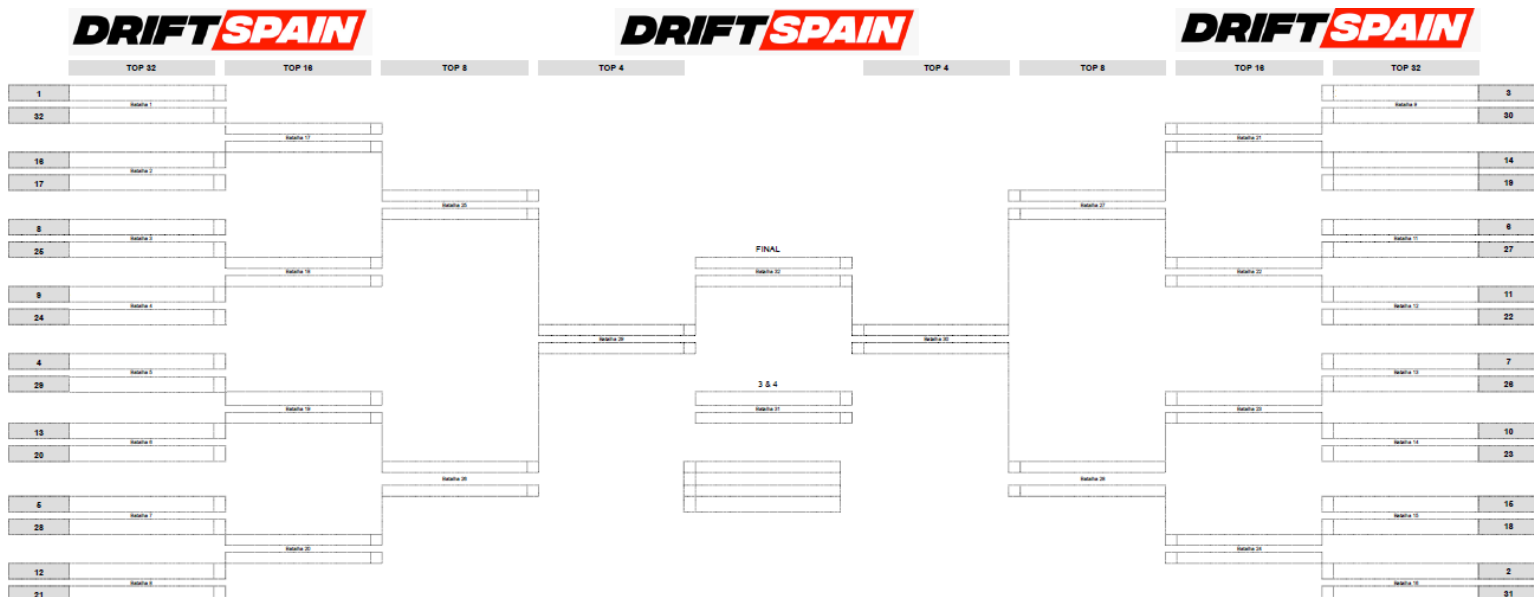
Participants who for any reason or situation do not finish the competition and wish to appear in the competition's classification must necessarily deposit the vehicle in the parc fermé.

After parking the vehicle in the parc fermé, the drivers will leave it and entry will be prohibited from this moment until the authorization of the Stewards.

Any violation of the Parc Fermé rules will lead to disqualification from the competition, at the discretion of the Stewards.

### ARTICLE 33. ELIMINATORY KEYS SEMI PRO CATEGORY and PRO CATEGORY

#### ELIMINATORY KEY (TOP 32)



### ARTICLE 34. SANCTIONS.

The Stewards may inflict the sanction(s) provided for in this Regulation, as well as the sanction(s) that – at their sole discretion – they decide upon in application of the CDI or other Regulation(s) applicable(s).

Likewise, they may act in this regard at the request of the Race Director or the Test Director.

Incident means an event or a series of events involving one or more drivers or any action by a driver that the Stewards understand to be:

- Has led to the interruption of any of the Phases of the test, in application of the applicable regulations.
- Constitutes a violation of the applicable regulations (Regulation(s), CDI, etc.).
- Has made a false start in battles or has provoked the opponent's start.
- Cause a collision
- Has forced another driver to leave the track.
- Illegally hinders or prevents any lawful maneuver of another athlete.
- Illegitimately pass another pilot.
- Disobey or ignore the instructions, instructions or communications of the officials or competition organization staff.
- In general, any conduct that, by action or omission, threatens the good sporting order that should govern automobile sport and its competitions.

It will be up to the Stewards to determine if an Incident has occurred, as well as which driver(s) is(are) involved and whether he/she should be sanctioned.

If the Stewards investigate an Incident, they must inform the team or teams involved.

If a driver is involved in an incident and has been informed by the Stewards of said circumstance before 30 minutes have passed since the end of the competition, he must not leave the circuit without the prior agreement of the aforementioned officials.

The Stewards may inflict the penalties established in Annex I on any driver involved in an Incident.

Any unfair, incorrect, fraudulent or unsportsmanlike manoeuvre, carried out by the **CONTESTANT** or a member of the team, may be judged by the Sports Stewards, who may pronounce a penalty, up to and including Disqualification from the competition and, if they deem it appropriate, order that the draft a report of the facts, addressed to the Appeal and Disciplinary Committee of the RFEDA.

In those incidents whose circumstances so advise, the application of the corresponding sanction may be deferred or transferred to the following Competition(s).

## **ANNEX 1 - PENALTIES / SPORTS REGULATIONS**

(New penalty table appropriate to the new provision of the regulations)



REASON	TIME		SANCTION
<b>4.1</b>	Failure to respect the provisions of this regulation	ALL	At the discretion of the CCs. DD.
<b>5.1</b>	Lack of respect towards the officers	ALL	At the discretion of the CC.DD, this may lead to disqualification from the event or expulsion from the Championship.
<b>8.4</b>	Technical Violation	ALL	Loss of score and Disqualification
<b>11.1</b>	Not attending the Briefing or arriving later than the stipulated time	ALL	At the discretion of the CC.DD. May become unauthorized to take the exit
<b>eleven</b>	Perform unsportsmanlike maneuver.	ALL	At the discretion of the CC.DD./Disqualification.
<b>11.6</b>	Loss of control of the vehicle repeatedly.	ALL	At the discretion of the CC.DD.
<b>11.6</b>	Loss of total drift repeatedly.	ALL	At the discretion of the CC.DD.
<b>11.6</b>	Do not have the window closed or the net properly placed.	ALL	At the discretion of the CC.DD.
<b>11.6</b>	Putting any part of the body, flag or any other object out of the window during the scoring, acceleration or deceleration zone		At the discretion of the CC.DD. May lead to disqualification
<b>11.6</b>	Advance or not reduce speed in training once they have been interrupted.		At the discretion of the CC.DD.
<b>11.8</b>	Not enjoying phase 2 or arriving late at the stipulated time	ALL	Not authorized to participate in the Phase 3 Finals.
<b>11.8</b>	False start (before the starting signal).	1st 2nd	Warning Loss of duel for 0/10 points.
<b>12</b>	Failure to pass administrative/technical verifications within the established schedule.	ALL	At the discretion of the CC.DD./Minimum €50.
<b>12</b>	Failure to pass administrative/technical verifications.	ALL	Noauthorized. Disqualification.
<b>12</b>	Do not sign the Administrative Verification control sheet.	ALL	At the discretion of the CC.DD.
<b>12</b>	Failure to present the vehicle for verification according to the provisions of this article.	ALL	At the discretion of the CC.DD.
<b>14</b>	Not being accredited/findable.	ALL	At the discretion of the CC.DD.
<b>14</b>	Absence of pass or relevant accreditation.	ALL	At the discretion of the CC.DD.
<b>fifteen</b>	Absence of a competition number	ALL	Financial penalty (€100)
<b>fifteen</b>	Absence of both competition numbers.	ALL	Disqualification
<b>fifteen</b>	Absence of the pilot's name.	ALL	At the discretion of the CC.DD. Not authorized to take the start.
<b>16</b>	Do not request permission to install on-board camera.	ALL	At the discretion of the CC.DD.
<b>16</b>	Failure to report in camera mount verifications.	ALL	At the discretion of the CC.DD.
<b>twenty</b>	Detection of alcohol level higher than 0.1 mg/liter.	ALL	Disqualification Of the test.
<b>twenty</b>	Driver and/or any member of his team behave in an inappropriate, insulting or unprofessional manner with the image of the championship or personally towards any member of the staff, especially with a judge, official or commissioner of the event, they will be subject to the sanctions mentioned later. . This rule also applies to	ALL	At the discretion of the CC.DD. until the Disqualification of the Test / Championship



	discussions or comments on the Internet or on social media platforms, on public profiles of the drivers or teams.		
22	Absence of advertising mandatory.	ALL	Cash penalty = rights of inscription.
22	Not respecting mandatory advertising placement.	ALL	Cash penalty = Half of the registration fees
23	Carry out repairs outside the assigned area.	1st 2nd 3rd	Admonition €50. €100.
23	Installation of structures in the paddock without permission.	ALL	At the discretion of the CC.DD. Minimum €100.
23	Animals in prohibited areas (the contestant is responsible)	1st 2nd 3rd	150€. 300€. 450€.
23	Location of equipment and repairs outside its assigned area.	1st 2nd 3rd	Admonition €50. €100.
23	Misuse of the services and facilities indicated in this article.	ALL	At the discretion of the CC.DD.
23	Not having all the material in the box.	ALL	At the discretion of the CC.DD.
23	Do not remove tires and debris when finished.	ALL	At the discretion of the CC.DD.
23	Drive at more than 30 km/h through the paddock, service area and Pit Lane.	1st 2nd 3rd	Admonition €50. €100.
24	Not carrying relevant security elements.	Ent. Qual. Duels	Not authorized. Disqualification.
24	Remaining on the track without authorization.	ALL	At the discretion of the CC.DD.
24	Do not drive with due caution through the paddock, service area and Pit Lane or drive at a speed greater than 30 km/h.	ALL	At the discretion of the CC.DD. until the Disqualification of the proof.
24	Pushing a vehicle on the track.	ALL	At the discretion of the CC.DD.
24	Use of the court outside the scheduled session without permission.	ALL	At the discretion of the CC.DD.
24	Do not warn of intention to leave the track.	ALL	At the discretion of the CC.DD.
24	Maintained burnout.	ALL	Disqualification, loss of points + damage repair costs.
24	Drive the vehicle in the opposite direction.	ALL	At the discretion of the CC.DD./Disqualification.
24	Refusing to have the vehicle pushed or towed. Failure to obey instructions from the stewards	ALL	At the discretion of the CC.DD./Minimum €50.
24	Leave the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
24	Leave the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
24	Leave the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
24	Deliberately stopping or impeding the normal movement of other participants.	ALL	Disqualification of the test.
25	Do not obey signage flags.	ALL	At the discretion of the CC.DD.
25.2	Not respecting the yellow flag in free practice.	1st	-5 points rating

		2nd 3rd	-10pts rating Disqualification.
<b>25.5</b>	Do not respect red flag.	ALL	At the discretion of the CC.DD.
<b>25.5</b>	Not respecting the red flag in free practice.	1st 2nd 3rd	-10 points rating -20 points rating Disqualification.
<b>25.6</b>	Do not respect black flag.	ALL	At the discretion of the CC.DD.
<b>25.6</b>	Do not respect black flag	ALL	At the discretion of the CC.DD./Disqualification.
<b>25.7</b>	Do not respect black flag with orange disc	ALL	At the discretion of the CC.DD./ Disqualification
<b>26</b>	Do not enter the Pit Lane through the deceleration zone.	ALL	At the discretion of the CC.DD.
<b>26</b>	Using the Pit Lane in events in which you are not registered	1st 2nd 3rd	€50. €100. €150.
<b>26</b>	Need to stop the vehicle.	ALL	At the discretion of the CC.DD.
<b>26</b>	Do not present the vehicle in the parc ferme.	ALL	Disqualification
<b>26</b>	Work on the car in closed park regime.	ALL	Disqualification
<b>26.1</b>	Circulate through the Pit Lane on a different route than the fast one	ALL	At the discretion of the CC.DD.
<b>26.1</b>	Leaving material in the fast lane.	ALL	At the discretion of the CC.DD.
<b>26.2</b>	Working in an unauthorized Pit Lane area	1st 2nd 3rd	Admonition €50. €100.
<b>26.2</b>	Access your area on the interior road by any means other than pushing and/or reversing.	ALL	At the discretion of the CC.DD./Minimum €50.
<b>26.2</b>	Cross the white line at the exit of the Pit Lane. (free training)	1st 2nd 3rd	Admonition -5 points Rating. -10 points Rating.
<b>26.2</b>	Cross the white line at the exit of the Pit Lane. (qualifying training)	1st 2nd 3rd	-5 points. Qualification. -10 points Rating. Disqualification.
<b>26.2</b>	Indication of intention to leave the runway.	ALL	At the discretion of the CC.DD.
<b>26.3</b>	Failure to properly identify the members of the attendance or the Spotter.	ALL	At the discretion of the CC.DD.
<b>26.4</b>	Staying in the closed park longer than stipulated.	ALL	At your discretion of the CC.DD.
<b>26.4</b>	Exit the Pit Lane with the red light. (free training).	1st 2nd 3rd	€50. €100. Disqualification.
<b>26.4</b>	Perform acceleration tests, endanger the physical integrity of other people within the assistance area.	ALL	At the discretion of the CC.DD., and may reach Disqualification.
<b>28.1</b>	Do not attend the Podium ceremony.	ALL	Loss of the trophy.

