



# ***SPANISH CHAMPIONSHIP DRIFT***

## ***SPORTS REGULATIONS***

***~~2025~~2026***



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#### ARTICLE 1. DEFINITION

Drift Spain is the commercial name for the Spanish Drift Championship cup. This national competition will be held in 2025 2026 counting with 7-5 scored rounds and two non-scoring open to driver registration national and international with a valid national/international license with participation permission from their National Sporting Authority (NSA), in the case of Spanish drivers the Royal Spanish Automobile Federation, and in the case of international drivers, the corresponding authority. to be held between March and October 2025.

The term drifting refers first to a driving technique and then to a motorsport discipline based on it. This technique consists of intentionally oversteering (causing the rear wheels to slide) the vehicle without ever losing control and achieving a good exit speed from the corner.

In a drift competition, several parameters are designated, such as racing line, speed (both entry and average), drift angle, proximity to clipping points and/or drift zones and other vehicles (only in battles), and the driver's performance. These parameters are evaluated by judges and/or telemetry.

Drift competition has two distinct competitive parts:

In the initial qualifying phase, drivers must follow the track marked by the judges during the briefing as smoothly 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 their drift at any time and with the greatest possible drift angle. Drivers will receive a score from the judges (up to 100 points) that will determine the matchups in the battle phase.

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

These elimination rounds consist of two runs. The leading driver must complete a perfect qualifying lap, without corrections and on a chaseable line. The chasing driver must complete a similar run (excluding any mistakes by the leader) at the shortest possible proximity. On the second run, the positions are reversed (the chaser now leads and the former leader now chases). After both runs, the judges deliver a final verdict: the winning driver advances to the next round, where they will compete in another round, and the losing driver is eliminated.

## ARTICLE 2. SCOPE OF APPLICATION.

The present Sports Regulations applies TO THE CHAMPIONSHIP OF DRIFT SPAIN and the competitions that comprise it, both scoring and non-scoring.

## ARTICLE 3. ORGANIZATION OF COMPETITIONS.

VOLRACE COMPANY SL / DRIFT SPAIN, with the approval of the Royal Spanish Automobile Federation, is organizing the 2026 Drift Spain Championship.  
The Organizing Committee will be composed of:

- RICARDO FLORENCIO SILVA
- LUIS BENITO PORRES

## ARTICLE 4. SPORTS REGULATIONS AND SUPPLEMENTS.

The modifications and the provisions of this regulation will be proposed by the Organizing Committee of the Spanish Drift Championship to the Royal Spanish Automobile Federation, for its approval, if appropriate.

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

The Race Director is responsible for enforcing the Common Regulations, the Sporting Regulations of the event, and the Specific Regulations during the competition. However, they must inform the Stewards of any significant decisions that require the application of the aforementioned regulations.

All **claim** request for review of the judges' verdict as well as any request for a claim or appeal submitted by a CONTESTANT will be transmitted to the Sports Commissioners for their review and decision-making. Under no circumstances will a request for review of the judges' verdict or a possible claim or appeal stop the development of the round; in any case, the provisions of the International Sports Code will apply.

All cases not covered by these Regulations or by the Sports Regulations of the Spanish Circuit Racing 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 event.

In the event of any doubt regarding the interpretation of the regulations, the organizing committee's interpretation will prevail. This may or may not result in an addendum subsequently issued to explain the rule in question more clearly and concisely. Participants may consult the organizing committee regarding the application of each rule within a defined period, but never during the competition itself. No claims regarding the interpretation of the regulations will be accepted during the competition; any misunderstandings must be clarified after the event has concluded.

Any unforeseen, unmentioned, ambiguous, or controversial sporting situation will be reviewed by the College of Sports Commissioners, who will be responsible for its resolution and the

interpretation of the events that occurred. The College of Sports Commissioners will have the power of decision and the final say in resolving the situation.

All situations whose nature or effect may affect the competition, being of uncivil behavior or any other cause outside the competitive field that is not mentioned in these regulations, will be thoroughly reviewed by the organizing committee, and its decision in the situation will be final.

All participants will be required to know these Regulations, must respect their content, and therefore cannot claim ignorance of them. **Registration in the championship or in any of its events will be considered as an implicit acceptance of the rules that govern it.**

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

All participants will be required to be familiar with these Regulations. **(which will be publicly accessible through the championship website) a copy of which will be given to them at the time of delivery of from the moment of** the registration application, respecting its content, and therefore being unable to claim ignorance of it.

Failure to comply with the provisions of this regulation may result in penalties specified in the table in Annex 1.

## ARTICLE 5. OFFICERS

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

The Committee and organizer of the Spanish Drift Championship will propose the following officials, and their names will be communicated to the aforementioned Federation for approval, if applicable:

- The Sporting Commissioners (minimum 3 per competition)
- The Race Director.
- The Technical Commissioners.
- The Judges of fact **(Drift Judges with the corresponding license)**

The judges will be responsible for scoring both the qualifying rounds and the final battles. An explanation of the scoring system for each phase is provided in Article 11.

The Officials are the highest authority in the development of the competition, and any lack of respect towards them will result in a penalty at the discretion of the Sports Commissioners, which may lead to disqualification from the event or even from the championship.

## ARTICLE 6. OBLIGATIONS AND GENERAL CONDITIONS.

VOLRACE COMPANY SL/DRIFT SPAIN, with the corresponding approval of the RFEDA, establishes for the current year within the Spanish Drift Championship, the following categories and divisions:

- Semi PRO (Intended for semi-professional drivers piloting vehicles with limited performance)
- PRO (Intended for professional drivers, and those declared as such by the organizer driving vehicles with much more open preparation)

## ARTICLE 7. ORDER OF PRECEDENCE

The following will apply, in order of precedence:

- Common Regulations for the Championships, Cups, Trophies, Challenges and Series of Spain.
- The Sporting Regulations of the Spanish Circuit Racing Championships, Trophies and Cups
- The Regulations of the Spanish Drift Championship
- The Specific Regulations of the competition

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

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

The penalties for non-compliance with the applicable regulations in this Sports Regulation are set out in the Summary Table of penalties herein.

## ARTICLE 8. ADMITTED CATEGORIES AND VEHICLES

Vehicles with rear-wheel drive only will be admitted in the SEMI PRO and PRO categories, and may also be vehicles originally with all-wheel drive that have been irreversibly converted to rear-wheel drive.

The established categories by 2025 in the Championship of Spain's drift teams are:

### **8.1 CATEGORY – SEMI PRO**

The Semi Pro category is the category of promotional category in the Spanish Drift Championship. Participants compete individually with moderately performing vehicles, and it is designed as a stepping stone to the Pro category. This category includes production-type passenger cars with rear-wheel drive, tire restrictions (225mm maximum width on the rear axle and a ban on semi-slicks on the rear axle), and gearbox restrictions (aftermarket, sequential, and NASCAR-type gearboxes are prohibited, although the installation of reinforced internal components in original housings is permitted. The modifications described in the Technical Regulations are allowed).

The competition will be held in the traditional format of qualifying and elimination battles. A detailed explanation of the competition's development will be provided later.

### **8.2 CATEGORY – PRO**

The Pro category is the highest category in the Spanish Drift Championship. Participants compete individually in specially prepared and modified vehicles, driven by experienced drivers, and it is considered the top national category. This category includes production passenger cars with train-driven vehicles. The organizing committee recommends having engine power exceeding 300 kW (400 hp). The modifications described in the Technical Regulations are permitted.

The competition will be held in the traditional qualifying and elimination battle format. A detailed explanation of the competition format will be provided later.

### **8.3 ADMISSION TO THE SPANISH DRIFT CHAMPIONSHIP**

The Organizing Committee of the Spanish Championship Drift reserves the right to consider the admission of ANY TYPE OF VEHICLE based on the following characteristics. Applicable to all categories and must comply with technical regulations of the Drift Spain Championship:

- Vehicle pollution level.
- Vehicle age.
- Fuel /Vehicle power source.
- Level of preparedness / Vehicle safety and build quality
- Vehicle appearance.
- Historical record of the vehicle

The Committee and organizer of the Spanish Drift Championship Association reserves the right to accept or reject any vehicle based on its performance or any other reason. Likewise, the organizer reserves the right to change a vehicle's category based on its performance or any other reason.

The driver, regardless of the provisions of Articles 8.4 and 8.5 should they choose to avail themselves of them, once they begin their first qualifying run, they may not drive a different car for the remainder of the weekend, and must use the same vehicle for both qualifying runs, as well as for each and every elimination battle, until the end of the event.

### **8.4.SPARE CAR RULE:**

A driver registers for each championship event, confirming the vehicle they will use. However, due to a mechanical failure, inability to complete the car on time, or any other unforeseen circumstance, the driver may need to change vehicles. This is permitted, provided the vehicle complies with the regulations of the category in which the driver is registered, passes the relevant inspections, and is not shared with another driver. The driver may only change vehicles before the first qualifying run. Changes are not allowed between qualifying and battles, during battles, or between qualifying runs, and never for a vehicle already being used by another participant in the event.

The driver must use the same vehicle during each and every elimination battle as he used during the two qualifying runs.

Drivers may be granted permission in exceptional cases, once per season and with the consent of the organizing committee, to use the dual-car rule as a spare car if needed, once practice has begun but always before qualifying. Once this rule has been used, drivers may not change vehicles again during that weekend.

### **8.5 DOUBLE DRIVER RULE:**

Exceptionally, and if notified before registration, the same car may be driven by a maximum of two drivers in the same competition for practice and qualifying.

A driver may request a double driver permission by notifying the organizers prior to registration, citing unforeseen circumstances that prevent them from having their own car ready in time for the competition, and confirming which driver they will share the car with. Both drivers will confirm this arrangement by notifying the organizers at the time of registration.

For this purpose, one driver will participate in the PRO category and the other in the SEMI PRO category. The vehicle must be eligible for both categories; that is, it cannot have a nitrous oxide system or a sequential gearbox. The driver participating in the SEMI PRO category may not use semi-slick tires on the rear axle and will be limited to a maximum rear tire width of 225mm. The front tire is of free choice, as specified in the technical regulations. The driver participating in the PRO category may freely choose tires of any size and width, provided they are legal for use on public roads, as specified in the technical regulations.

Pilots must formalize their registration by notifying in advance that they are abiding by this rule, and they may not under any circumstances change category once the registration is formalized.

## ARTICLE 9. SCORING COMPETITIONS AND SCORES

The number of competitions and rounds that count towards the Spanish Drift Championship will be those detailed in the RFEDA calendar, and are also shown in the following calendar:

ROUND	DATE	CIRCUIT
1	March 14-15 and 16	MIRANDA DE EBRO - CASTILLA Y LEÓN
2	April 12-13	JARAMA - MADRID
3	June 21-22	RICARDO TORMO - VALENCIA
4	September 5-6-7	PAS DE LA CASA - ANDORRA
5	October 25-26	TBC

ROUND	DATE	CIRCUIT
1	March 7-8-9	JARAMA - MADRID
2	April 24-25-26	ASPAR - VALENCIA
3	June 12 - 13 - 14	RICARDO TORMO - VALENCIA
4	September 18-19-20	MIRANDA DE EBRO - CASTILLA Y LEÓN
5	October 23-24-25	ZARAGOZA FAIR - ZARAGOZA

A double event may be convened, where two scoring events would be held in the same event, with practice sessions taking place on Friday, and one scoring event on Saturday and another on Sunday, which will be considered separate events and will each have its own entry list and individual classification

VOLRACE COMPANY SL / DRIFT SPAIN reserves the right to modify the location and date of one or more competitions on the calendar.



## ARTICLE 9.1 NON-SCORING COMPETITIONS

The number of competitions that do not count towards the Spanish Drift Championship will be those detailed in the RFEDA calendar, and are also shown in the following calendar:

RACE	DATE	CIRCUIT
1	May 17 and 18	JARAMA - MADRID
2	November 29 and 30	JARAMA - MADRID

RACE	DATE	CIRCUIT
1	May 15th and 16th - 17th	JARAMA - MADRID
2	November 28 and 29	JARAMA - MADRID

These competitions may include challenges with guest drivers, testing in individual events, gymkhanas, shows, or competitive training sessions coinciding with VOLRACE COMPANY SL / DRIFT SPAIN events, in which drivers participating in Drift Spain may be registered or invited, will be governed by these same regulations.

VOLRACE COMPANY SL / DRIFT SPAIN reserves the right to modify the location and date of one or more competitions on the calendar.

## ARTICLE 9.2. BORDER CROSSING TO REACH COMPETITION ROUNDS

With the number of foreign drivers coming to race in Drift Spain, and with the possibility of Drift Spain expanding beyond Spain's borders, such as the one that will be held on the Pas de la Casa circuit, The organization is committed to providing timely assistance with procedures and clarifying any doubts, but ultimately the teams will be responsible for and interested in carrying out each and every bureaucratic procedure necessary to get their vehicles and equipment through customs and border crossings. Drift Spain will not be held responsible in any case for any incidents that may occur or their consequences, such as being denied authorization to cross a border or the loss of equipment.

## ARTICLE 10 9.3. COMPETITION SCORES AND 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 Place-** The losers of Round 3 (battles 25 to 28), duly ordered according to the ranking of qualifications.

- **9th to 16th Place**- The losers of the 2nd Round (battles 17 to 24) duly ranked according to the ratings ranking.
- **Positions 16 to 32**- The Losers of the 1st Round (battles 1 to 16), duly ordered according to the ranking of qualifications.

### **FINAL CLASSIFICATION POINTS TABLE FOR TEST OR EVENT**

For the score in the Spanish Drift Championship, the points obtained in the qualifying round and the final classification in each test/event are added together, as shown in the table below, adding the points in each round.

This year, the scoring system considered the new world standard which is already used by other national and international championships, and will be adopted.

Position	Ranking points	Final battle points
1st	8	100
2nd	7	88
3rd	6	76
4th	5	64
5th	4	48
6th	3	48
7th	2	48
8	1	48
9th to 16th	/	32
17 <sup>º</sup> to 32 <sup>º</sup>	/	16

Furthermore, the final race of the championship will count double. The table below shows the scores only for the final race.

Position	points standings last round	Final battle points last round
1st	16	200
2nd	14	176
3rd	12	152
4th	10	128
5th	8	96
6th	6	96
7th	4	96
8	2	96
9th to 16th	/	64
17 <sup>º</sup> to 32 <sup>º</sup>	/	32

### **FINAL CHAMPIONSHIP CLASSIFICATION**

To be crowned champion of the Drift Spain Championship, the driver must have the highest number of points across all the rounds/events held.

In the event of a tie in points between two participants in the same category, the following will be taken into account:

- Number of first places obtained.
- Number of second places obtained.
- Number of third places obtained
- If they are still tied, the results of the rankings will be taken into account.

## **ARTICLE 10 DEFINITIONS**

### **10.1 - Definition of zones**

**Start line:** This is the line where the cars must be aligned before a drift lap.

**Drift start zone:** This is the area between the start line and the drift attack. From the start line to the drift attack, the driver must accelerate to maximum power whenever possible, start as defined by the judges, and prepare to cross the drift attack line with the vehicle at an angle and following the marked line.

**Drift Attack:** The Drift Attack is defined as a line, imaginary or visible, from which the drivers are obliged to maintain continuous drifting.

**Drift Finish:** Defined as the line, imaginary or visible, that marks the end of the scoring zone, from which the drivers must stop drifting.

**Scoring Zone:** The scoring zone is defined as the area between the drift attack and the drift finish. Drivers must maintain their drift throughout the scoring zone. This includes clipping points and drift zones.

**Acceleration zone, or green zone:** The acceleration zone is defined as the part of the scoring zone where the judges have determined that the vehicle must increase its speed while drifting.

**Deceleration zone, or red zone:** The deceleration zone is defined as the part of the scoring zone where the judges have determined that the vehicle must significantly reduce its speed while drifting.

**Speed adjustment zone, or orange zone:** The speed adjustment zone is defined as the part of the scoring zone where the judges have determined that the vehicle may slightly reduce its speed while drifting.

**Clipping point:** This is a defined point on the track, for example by means of a square although it does not have to be, through which the drivers must drift on the axis determined by the judges.

**Drift zone:** This is a defined area on the track, using a wide box several meters long, through which the drivers must drift with the rear axle inside the box.

**Reference line:** This is one (or more) lines defined on the ground, which, without being specifically a scoring zone, indicate to the driver the appropriate line defined by the judges on the track.

**Waiting Area:** This is the area where drivers must wait their turn before qualifying or before battles. Drivers should know their position in the qualifying starting order, or their opponent in battle pairings, without needing marshal intervention, and use this waiting area to facilitate the marshals' task by parking next to their opponent in battles or in the correct qualifying order.

**Warm-up zone:** This is a delimited area so that, between the waiting area and the start line, the driver can warm up the tires.

**Full lap:** This is a run in which the driver completes the entire run from the start of the drift to the end without stopping drifting at any point

**Incomplete lap:** This is a run in which a driver fails to complete the entire run from the start of the drift to the end, because they have stopped drifting, because they have spun out, because they have crashed, or because the vehicle has not reached the finish line under its own power.

**Valid lap:** This term is used to refer to laps judged without interruption, regardless of the result.

**Invalid lap:** This term is used to describe laps judged with an interruption, such as a red flag, in which the stewards indicate that driving should not continue normally.

**Return lap, also known as a cool-down lap or a victory lap,** is a lap or part of a lap during which the driver is not being judged because they are returning to the starting line, waving to the public, etc. Opening the door to vent smoke is permitted, as is skidding or waving. The return lap is considered to begin once a valid lap has been completed.

**Proximity Zone:** The judges will determine a proximity zone at each circuit. This will be defined and shown in the briefing, and may be the entrance to a drift zone, a mark on the track, or any other location the judges deem appropriate. If the leading driver has left the proximity zone and the pursuer has not yet entered it, it will be considered an inactive pursuit, and the pursuer will receive zero points.

## 10.2 - Other important definitions and drifting terminology

**Bye Run:** A bye run is defined as when a driver, without any opponent in a paired competition, completes a solo run. In exceptional cases, when the race stewards deem it necessary, without the possibility of protest, bye runs may be cancelled and advancement to the next round will be automatic, without the driver's presence at the start. In the standard test procedure, the driver must appear at the start and complete a run, demonstrating that the vehicle is in suitable mechanical condition, initiating the drift and completing at least the first corner while drifting. Once the first corner has been completed, the driver may, if desired, stop drifting, and it will count as a complete and valid lap.

**DNS:** Did not start: A DNS penalty is applied to a driver who, being required to start one of the stages, fails to appear at the Start Line at the time required by the event procedure. A DNS penalty is also applied in the championship standings when a driver registered for a single event or the entire championship fails to appear at any stage.

This score is considered worse than zero for all intents and purposes.

**DNQ:** Did not Qualify: A DNQ is applied to a driver who, despite having taken part in qualifying, will not take part in the battles because they have been left out of the quadrant.

**DSQ:** Disqualified: A DSQ is applied to a driver disqualified from the round or phase.

### 10.3, NAME OF TRAINING SESSIONS AND DYNAMICS

The free practice sessions will be named FP1, FP2, FP3, and so on, corresponding to the session number.

The first lap each driver completes on the track must be done alone, regardless of the session. After the first lap, it is recommended that drivers begin practicing in pairs.

From FP2 onwards, it will be mandatory for all drivers to complete all their runs in tandem, except in the event of a drastic change in weather conditions or if it is a driver who has not participated in any of the previous sessions, in which case their first lap will be alone.

### 10.4, DEFINITION OF TRAINING LANES AND QUEUES

Two distinct lanes will be marked on each circuit: one for the leader and one for the chaser, and an indicator sign will be posted. Unless specifically modified for a particular circuit, all qualifying runs must start from the leader lane. However, during free practice (FP1, FP2, and subsequent sessions), two lines will be formed, and each driver may choose to start from either the leader or chaser lane.

### 10.5 -, MARKED ZONES, TRACK FLOW AND DIRECTION OF TRAFFIC

The participant is responsible for knowing at all times the definitions described above, the position of the defined zones on the particular circuit in which the competition takes place, the proper track flow, the direction of circulation of the track, as well as the waiting, warm-up and scoring zones.

In the event that a driver heats up their wheels outside the warm-up zone, they will receive a penalty at the discretion of the CCDD.

In the event that a driver drives in the opposite direction to the marked course, except in cases where it is done for safety reasons or returning to start line during battles, as assessed by the CCDD and to place the vehicle in a safe zone, he will be automatically disqualified from the test.

## ARTICLE 11. COMPETITION DEVELOPMENT. PHASES.

- The test/event is divided into 4 phases:

PHASES DURING THE TEST	DESCRIPTION	PARTICIPATING CATEGORIES
PHASE 1	FREE PRACTICE	ALL, SEPARATED BY CATEGORIES
PHASE 2	CLASSIFICATIONS	SEMI PRO, PRO
PHASE 3	FINAL BATTLES	SEMI PRO, PRO

Each phase may be preceded by a briefing. The briefing is a meeting with the drivers, chaired by the test director and attended by at least one judge, in which the course and its corresponding scoring, the evaluation criteria and parameters, and other relevant sporting information for the event are explained. It also serves as an opportunity for the drivers to clarify any doubts they may have about the course design and evaluations.

### **11.1. BRIEFING.**

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

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

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

Pilots must be at the briefing room door well in advance of the designated time to sign the attendance sheet and take their seats before the briefing begins without causing any delay to the round.

Arriving after the scheduled start time of the briefing will result in a penalty, which will include lost track time, at the discretion of the race officials. The penalty will depend on the arrival time, the type of briefing (qualifying, battles, or another special briefing), and the number of times the driver has been late during the season. This could lead to the loss of qualifying runs or disqualification from the event or the championship. If the driver arrives after the door has closed, they will miss the first practice session. If it is a battles briefing, they will miss the tandem practice session.

If, due to unforeseen circumstances, it is not possible to hold the briefing in person, it may be organized remotely. The applicable format will be specified in the Specific Regulations for the event.

The race director will publish the briefing notes, which will be mandatory.

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

Contestants are responsible for whether or not their pilot(s) attend the Briefing.

The Race Director and/or the Test Director will be responsible for conducting it. The Race Director may order a briefing at any time if competition conditions so require.

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

This will be the general briefing for the event, explaining the specific regulations, schedules, routes, the organizing team, and addressing questions and comments. The placement and location of the cones or Clipping Points will be announced, and the starting line will be designated, serving as a reference for both participants and judges when scoring. Any changes to the route will also be communicated.

#### **11.1.2. CLASSIFICATION BRIEFING – PRIOR TO QUALIFICATIONS (OPTIONAL)**

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

#### **11.1.3. BRIEFING BATTLES – PREVIOUS TO THE ELIMINATION BATTLES**

Those classified in the SEMI PRO (16 vehicles) and PRO (32 vehicles) categories will be given special guidelines for their battles. This will be done after the battle schedule is posted 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 elimination rounds.

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

The briefing will also specify the zero-point rules.

A penalty of 0 points will be awarded in rankings and battles in the following cases:

- Loss of control of the car at any time within the scoring zone in both qualifying and battles, at the judges' discretion
- Carry out 360-degree turns once the finish line is crossed, as well as performing voluntary maneuvers that endanger the integrity of rival vehicles and track marshals
- Voluntary slowing down mid drift (during battle)
- Decelerate voluntarily in the area designated as the acceleration zone
- Not showing fair play on the track (during the battle)
- Two (or more) wheels off the track (during qualifying or the battle)

- Taking any part of the body, flag or any other object out of the window from the start until the end of the scoring zone (during qualifying or the battle)
- Understeer (during qualifying or the battle)
- Counter-drifting: turning the wheels in the direction of the curve instead of always being counter-steered (during qualifying or the battle)
- Wrong line: Passing an inside clipping point or zone with the rear of the vehicle or passing an outside clipping point or zone with the front of the vehicle.
- To deliberately strike the opponent and disrupt their line (during battle)
- Stop drifting in scoring zone
- Entering the track without mandatory bodywork parts (hood, bumper, etc.) and without having had any previous incidents. In the event of such previous incidents, each case and the safety of each car will be reviewed by the stewards, who may allow or deny the car the opportunity to start.
- Hood, window, trunk or door opening (qualifying or battle)
- During battles, the leader makes an unchaseable lead run, with numerous corrections, voluntarily or involuntarily preventing the chase driver from chasing properly.
- During battles, a pilot makes two false starts in a row.
- Not closing the windows properly.
- Taking your arms or any object out of the vehicle on the race track, ranging from the acceleration all the way to the deceleration zone after finish
- During battles, the chase engages in inactive chase, meaning the chase leaves too much space, or does not actively pursue the lead driver.
- 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.
- Ignoring a red flag

THESE POINTS MAY BE SLIGHTLY MODIFIED AT THE JUDGES' DISCRETION IN EACH RACE AND EXPLAINED IN THE BATTLE BRIEFING.

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

### **11.2. TIRE WARMING**

In all phases, a tire warm-up area will be set up before each track session, and the organizing committee will decide its location. The track marshal will be responsible and in charge at this area and only they will be able to release and control the maximum time allowed for each driver once they enter the warm-up zone. Team members are prohibited from being in this area for safety reasons. (Warming tires with the vehicle stationary is strictly prohibited.) The driver must arrive in this area at the designated time with all safety equipment, both for the vehicle and the



driver, properly adjusted and ready. This safety equipment must remain in place from that moment until the vehicle returns to its pit box/tent.

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

In case of extreme weather conditions in a round, the organization may designate an extraordinary vehicle cooling zone in which ONE AUTHORIZED TEAM MEMBER and under the supervision of a designated commissioner, may carry out cooling of the participating vehicle by external means, such as spraying the radiator with a blower, with water or a non-flammable liquid in a container that is not pressurized by flammable gas.

These external equipment items must be provided by the participating team and may not be carried in the vehicle itself during the race. During this phase, touching the car is prohibited; opening the doors or hood is not allowed, nor are any vehicle body parts permitted to be removed. The driver must remain inside, properly buckled up, and wearing their helmet and gloves.

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

### **11.4. EXTRAORDINARY RECOGNITION TOUR SIGHTING LAPS**

#### **11.4.1 SIGHTING LAPS**

In the event of sudden weather changes between phases, Race Direction may order a sighting lap, which must be completed at a moderate speed and with reduced drift angles, to allow drivers to adapt their driving style and entry speeds to the new track conditions. This lap may be completed either before a driver's qualifying lap or before a battle; in the case that tandem is mandatory, drivers would complete it one at a time with sufficient space between them. The organizing committee reserves the right to decide whether or not to allow this lap at its discretion.

#### **11.4.2 - Extraordinary vehicle tests:**

If a driver experiences a mechanical failure, they may inquire with race control about the possibility of carrying out an extraordinary mechanical test. This test can be performed at any time between stages or during a stage, provided it does not affect the race schedule. If the circuit allows, a specific area may be designated for safe mechanical testing. Performing mechanical tests outside this area without the express authorization of the race control officials and the organizers will result in immediate disqualification.

### **11.5. ENTERING SCORED LAYOUT**

If a driver is required to go out onto the track (for their qualifying or battle session), they must be on track, not in the paddock. During qualifying, if they are in the paddock, they will receive zero points for their qualifying lap. In the battle session, the driver will be eliminated.

If the driver is on track, they have 2 minutes to reach the starting line. If they fail to do so, they will receive zero points for their qualifying lap, if they do not reach the start line within those 2 minutes in battles, they will be eliminated from that battle round.

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

Drivers must present themselves at the start of each qualifying session wearing the required clothing and safety equipment as specified in the technical regulations for 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 event. These specific regulations may also specify group training, as well as the participants in each group.

Drifting will be permitted, but only in the designated drifting area.

The number of vehicles on the track will be adjusted to the size and characteristics of the circuit. There may even be a specific layout for practice.

If all participants cannot start in the same session, they will be divided into several sessions. Judges will not be required to be present during this practice session, but marshals will be.

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

When it becomes necessary to interrupt practice sessions due to track obstruction caused by an accident, adverse weather conditions, or other reasons that make continuation impossible, the Race Director will order a red flag to be displayed at the starting line. Simultaneously, additional red flags will be displayed at all marshal posts, and the red light will be illuminated at the pit lane exit signal.

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

The Round Director, the Race Director, or their deputies may interrupt practice sessions as often and for as long as they deem necessary to clear the track or allow for the recovery of a vehicle. Whenever possible, the time lost due to the interruption will be made up so that the minimum time allowed for the practice session is met. Only in the case of free practice sessions may the option to extend this period be waived after such an interruption.

When the stop signal is given, all vehicles will immediately reduce their speed and slowly return to their pit boxes; overtaking is prohibited.

All participants should be aware that:

Racing or intervention vehicles may be found on the track. The circuit may be completely blocked or obstructed due to an accident. Weather conditions may have rendered the circuit undriveable. Vehicles that have been abandoned at the track will be recovered and transported to the paddock to be returned to their corresponding team.

### **11.7 QUALIFYING (PHASE 2) "SEMI PRO AND PRO CATEGORIES"**

Drivers must present themselves at the start of each qualifying session wearing the required clothing and safety equipment as specified in the technical regulations for each category. The layout may vary between the 2 categories, depending on the circuit where the round/event is taking place. This session is mandatory for all vehicles and drivers who wish to take part in the final phase, Battles, and have been authorized to take part in said session. All vehicles will complete two qualifying laps without a warm-up lap. The highest scored runs will be used to determine the Top 32 (CAT. PRO) and Top 16 (CAT. SEMI PRO) positions. In the event of rain or weather conditions that cause the cancellation of qualifying, the "first come, first served" rule will apply, as there is no specific order for passing the qualifying session.

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

The marshal located at the warm up zone will signal to the driver that they are authorized to begin tire warm-up. Once the warm-up is complete, the driver will align the vehicle at the start line in the designated lane and will only start when the lights turn green. The driver will indicate to the marshal that they are ready for qualifying by giving a thumbs-up sign, and the marshal will then activate the lights, which will cycle through the sequence. The starting line may only be crossed once the lights have turned green. In the unlikely event of a lights-out malfunction, the marshal will hold their arms raised and count 3, 2, 1 with their fingers before lowering them. At that moment, the starting signal will be given.

In the exceptional event that, when the driver is ready on the starting line after warming up the wheels, but still refuses pull the vehicle to the start line, the official will start a 60-second countdown. In that case, the official must immediately continue with the normal procedure. When these 60 seconds have elapsed, the driver must

- Inform the commissioner of your intention to request a technical pause
- Inform the commissioner of your decision to withdraw from the competition (either because you have already requested a technical break, or because you are aware that the problem is irreparable).
- If you do not communicate either of these two decisions, your turn will be passed and that round will count as DNS.

The marshal has the right to refuse to authorize the start if the driver is not properly buckled in, with the HANS device correctly positioned, and in full physical and mental capacity. This lap will count as a DNS (DID NOT START).

It is strictly forbidden to touch the car from the moment the marshal instructs you to proceed to the warm-up until the end of the lap, including in the warm-up area and on the start line, unless it is due to a fire or the clear presence of smoke, or if explicitly instructed otherwise by a marshal. This applies both before the start of qualifying (the 5-minute technical break must be requested and repairs made in the pits, after which the race will continue) and between lap 1 and lap 2 of the race. If the car is on fire or emitting smoke, it will be permitted to touch the car in order to open or remove the necessary parts and extinguish the fire.

#### 11.7.1 STARTING ORDER IN QUALIFYING

Qualifying will be done in the same way as in other international competitions: All vehicles will first complete one qualifying lap each, and then another qualifying lap each, in the following order:

First, the “wildcard” drivers, in reverse order of their race number

Next, the drivers who have no points in the championship, in reverse order of their number. Finally, the drivers who have points in the championship, in reverse order of classification (that is, the driver who is first in the championship will be the last to make his qualifying pass, in each

of the two sessions that are carried out). In the first round of the championship, you will be ranked in reverse order of the car number. Drivers must report to the line in the proper order, which will be shown on a list by the previously authorized officials.

#### 11.7.2 CHANGES TO THE QUALIFYING ORDER: EXCEPTIONS

This qualifying order cannot be modified except in exceptional circumstances. In the event of a mechanical failure or other justified force majeure, a driver may make an extraordinary request to be delayed in qualifying, that is, to move their qualifying position to last place. This request must be made to Race Direction with sufficient time, and this modification to the list must be accepted by the Race Control Committee and communicated in advance to the start marshals and the race officials. This extraordinary request may only be made once per season for each driver, always justifying the reason and requiring acceptance by Race Direction and the Race Control Committee.

#### 11.7.3 CLASSIFICATION VERDICT

The judges will award each qualifying lap a score from 0 to 100 points, with 0 being the minimum (the driver does not qualify) and 100 the maximum (perfect lap). The qualifying result will be determined by each participant's best qualifying lap score. In the event of a tie, the second-best lap score will determine the winner.

The judges' verdict (Judges of facts) in the rankings it is final Except as provided by the Code. Once qualifying has finished, at the request of the COMPETITOR, the judges will review the run with the spotter and the COMPETITOR. Under no circumstances will qualifying be stopped, and this review will consist of an explanation of the criteria adopted by the judges, which, in order not to interrupt the course of the event, will not exceed the time established in Article 11.8.6. ~~at the time of the round and can only be claimed once the qualifying has finished~~ For the judges' decision-making, only the resources available to them during the round will be considered, which may include streaming footage, additional cameras provided by the organizers (if any), and notes taken by the judges and race stewards. No other evidence will be accepted. ~~as evidence in claims~~ Photographs or videos that were not available to the judges during the round, such as those recorded from the stands or trackside using private means, ~~for the review process.~~

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

#### 11.7.4 CLASSIFICATION CRITERIA

- **Speed**– The amount of speed the driver can maintain throughout the course is judged, not only by the entry speed but also by the overall average speed. Maximum points are awarded for high entry speed and maintaining a constant speed throughout the course. ACCELERATION/DECELERATION MAP
- **Line**– This is the ideal path a vehicle should take on the course and is marked by inner and outer clipping points/zones. The inner and outer clipping points/zones will be marked along the course where the vehicle's front bumper (inner clipping) and rear bumper (outer clipping) should be positioned as close as possible to these points.
- **Angle**– The angle measures the amount of counter-steering and relative rear-slip angle that a driver uses throughout the course.
- **Style**– This refers to the overall atmosphere of the run, aggressiveness in the transitions, etc. This is the most subjective criterion.

In any case, the driver must ensure they complete both qualifying laps within the allowed qualifying time. Queuing during the final minutes of qualifying and being unable to complete

qualifying laps will not be accepted as a valid complaint. The designated qualifying schedule will be strictly adhered to and will not be extended.

#### 11.7.4.1 TIE BREAKERS OR TIE BREAKS:

If several competitors achieve exactly the same qualifying score on their highest-scoring lap, their second-best lap will be considered. If the score is still tied, the tie-breaking table below will be used:

The ranking order will be determined by:	The best of the two laps for each driver, in descending order
If several competitors achieve exactly the same qualifying score on their best lap	-The tie will be broken by the highest score of the second best round
In case of a tie:	The tie will be broken by the highest line score from the best of the two rounds.
In case of a tie:	The tie will be broken by the highest angle score of the best of the two laps.
In case of a tie:	The tie will be broken by the highest style score of the best of the two rounds.
In case of a tie:	The tie will be broken by the highest line score from the worst of the two rounds.
In case of a tie:	The tie will be broken by the highest angle score of the worst of the two laps.
In case of a tie:	The tie will be broken by the highest style score of the worst of the two rounds.

The maximum number of qualifiers in each category will be 32 vehicles for the PRO category and 16 vehicles for the SEMI PRO category.

Pilots who receive a score of 0 points will be considered as “unranked” and will not be able to take part in the final battles, as stipulated in the table in Annex I, except for pilots using the “Joker”, which must be approved by the organization and is explained in the point below.

#### 11.7.5. JOKER

Applicable to any driver in the SEMI PRO and PRO categories, the use of one Joker per season is authorized, allowing exceptional participation in battles and scoring points if they have received 0 points in both qualifying runs. This procedure must be justified by the driver, and once authorized by the organization and used, the driver will not be able to use the Joker again that season.

In order to use the joker, the driver must have taken the start during free practice, during which the judges can assess the skills of the driver and car and ensure that safety is not compromised by admitting the contestant.

#### 11.7.6 HOW THE JOKER WORKS

A pilot who receives a score of 0 points or DNS in both qualifying runs, or was unable to start due to a mechanical failure that occurred during practice or another duly justified force majeure event, at the end of the qualifying session Within a period of ten minutes from the time the applicant learns the double-zero qualifying result, after the last qualifying run of the last car in their category has ended (and provided this is done as quickly as possible), they may request the Joker, which will allow them to qualify for the knockout stage even without having qualified. The Joker must be requested by the driver or their representative (spotter) in writing and submitted to the race control office. A committee comprised of judges and organizers will assess whether participation poses a safety risk. If accepted, the driver will occupy the first available slot until the top 32 are filled. If not accepted, either due to a lack of available slots (top 32 full) or because the committee determines the contestant is not qualified enough to advance to the battle phase, the Joker will be considered "unused" and may be retained for the next round if needed. Please note that each driver may only use the Joker once during the season.

#### 11.7.7 NO AUTHORIZATION TO START IN QUALIFYING

A marshal may not authorize a driver because their vehicle is not in suitable condition to make their pass, or may endanger the track marshals or themselves, not allowing them to continue with the test and forcing them to return to the paddock without skidding, or if necessary, being towed or craned, losing the possibility of making the pass and receiving DNS.

Likewise, it will also prevent him from leaving if he is not properly fastened, with the hans properly positioned and in full physical and psychological capacity.

#### **11.8 FINAL BATTLES (PHASE 3) "SEMI PRO and PRO CATEGORIES"**

Drivers must present themselves at the start of each qualifying session wearing the required clothing and safety equipment as specified in the technical regulations.

Based on the qualifying results, a final will be organized with the top 16 in the SEMI PRO category and the top 32 drivers in the PRO category.

Each driver faces another driver in a classic knockout scheme (1st vs 32nd, 2nd vs 31st, etc. See knockout bracket in art. 16).

All vehicles, paired in twos according to the elimination bracket, will complete two laps, without a warm-up lap. The leading driver must complete a qualifying lap worth 100 points, while the chasing driver must complete a lap identical to theirs (excluding errors that result in going off track) as close as possible. The details or judging criteria are given below:

The Judges will assign the score to each participant taking into account the same criteria as in phase 2-Qualifying Training, they will evaluate according to: Speed, Track, Angle of displacement and Spectacle, adding proximity.



### **11.8.1 CRITERIA OF BATTLES**

**Speed**– The amount of speed both drivers can maintain throughout the course is judged, not only by their entry speed but also their overall average speed. Maximum points are awarded for high-speed entry and consistent speed throughout the course.

**Layout**– This is the ideal path a vehicle should take on the route and is marked by inner and outer clipping points/zones. The inner and outer clipping points/zones will be marked on the route where the vehicle's front bumper (inner clipping) and rear bumper (outer clipping) meet.

**Angle**– The angle measures the amount of counter-steering and relative rear-slip angle that a driver uses throughout the course.

**Show**– This refers to the overall atmosphere of the run, amount of smoke, aggressiveness in the transitions, etc. This is the most subjective criterion.

**Proximity**– This refers to the distance between the leading driver and the driver in pursuit. The importance of this point will be determined by the judges during the briefing.

### **11.8.2 DEVELOPMENT OF THE BATTLES**

The two participants in the battle will be positioned. They will line up parallel to a track marshal and the starting procedure will begin. At this point, the vehicles must accelerate to maximum power, reaching the start of the drift zone at the highest speed possible to enter it. The pursuing vehicle must position itself behind the one being pursued. Hesitancy in accelerating will be penalized at the judges' discretion. The type of vehicle and its power will be taken into account. From this point on, both vehicles must advance decisively and complete the course. Upon completing the course and reaching the final drift zone, once the line is crossed, the drivers will smoothly and fluidly stop drifting, without abrupt changes in speed or line. The leading driver will stay on the outside of the track, while the chasing driver will stay on the inside to avoid contact. The return to the starting point will be via the route indicated in the briefing. Again, the process will be repeated, but with the positions reversed: the pursuing vehicle becomes the pursued vehicle, and vice versa. If a vehicle overtakes the starting line, the commissioner, the trackside official will display a flag indicating that a false start has occurred, or will make a cross your arms to indicate this situation. You must repeat this sequence only once. If you repeat it a second time, you will be eliminated from the battle.

The judges will be present and will evaluate the participants on the selected curves.

### **11.8.3 EXIT PROCEDURE**

The two drivers, with their safety equipment properly fitted, will line up their vehicles together in the holding area. Once the marshal gives them the go-ahead, he will indicate to each driver which lane to start from. On the first lap of the race, the lead lane will belong to the driver who achieved the higher score in qualifying. The starting marshal will then give the order to begin warming up the tires. Every effort will be made to ensure that both drivers warm up their tires simultaneously.

There is a 120-second timer to determine the maximum waiting time for a pilot on the starting line.

If we are in the normal race procedure, or if both drivers are on track, the 120-second countdown will begin the moment the first driver, aligning their vehicle at the starting lights, gives a thumbs-up to the starting marshal. They will not be able to abort the lap, or it will be counted as a false start. The driver being waited for must arrive at the starting line ready, with all equipment properly fastened. If they are not on the starting line when the countdown starts, they will not be allowed to warm up their tires and

must line up immediately. Once the 120 seconds have elapsed, the lights will turn green, and if only one driver has appeared, that driver must go out on track, and it will count as a bye run.

In the exceptional event that only one driver is ready on the starting grid after warming up their tires, and yet they refuse to align their vehicle or begin warming up their tires, the official will start a 60-second countdown. In that case, the normal procedure must be resumed immediately. When these 60 seconds expire, the 120 seconds stipulated by the regulations will begin.

- Inform the commissioner of your intention to request a technical pause
- Inform the commissioner of your decision to withdraw from the competition (either because you have already requested a technical break, or because you are aware that the problem is irreparable).
- If you do not communicate either of these two decisions, you will be disqualified.

The steward has the right to refuse to allow the start if the pilot is not properly buckled up, with the HANS device correctly positioned, and in full physical and psychological capacity.

It is strictly forbidden to touch the car from the moment the marshal instructs you to proceed with the warm-up until the end of the lap, including in the warm-up area and on the start line, unless it is due to a fire or the clear presence of smoke, or if explicitly instructed to do so by a marshal. This applies both before the start of the first battle lap (the 5-minute technical break must be requested, repairs made in the pits, and the race will continue) and between lap 1 and lap 2 of the battle. If the car is on fire or emitting smoke, it will be permitted to touch the car in order to open or remove the necessary parts and extinguish the fire.

The drivers will signal to the marshal that they are ready to start the battle by giving a thumbs-up, and after receiving the OK from both drivers, the marshal will activate the starting lights, which will cycle through their cycle. The line can only be crossed once the lights have turned green. In the unlikely event of a starting light failure, the marshal will keep his arms raised and indicate 3, 2, 1 with his fingers, then lower them. At that moment, the starting signal will be given. Under no circumstances may there be any sudden bursts of acceleration or attempts to start in order to deceive the opponent.

The leading driver must start first, navigate a cone chicane, and accelerate to full power.

The chasing driver, although he may fall back to be able to start with greater momentum and favor proximity to the leader, may not fall further behind the leader's rear bumper with his front bumper, nor in any case cross the starting line before him.



#### **11.8.3.1 STARTING RULES IN BATTLES, CONE CHICANE AND DRIFT START**

The judges will determine the appropriate drift start type for each circuit. A cone chicane may be placed in the lead lane. When drivers pass the cone chicane, they must accelerate fully, using their car's maximum acceleration capacity, unless otherwise specified in the acceleration/deceleration map of the specific regulations, reaching the formation line and subsequently the drift attack.

In case the lead pilot pulls or moves **considerably** a cone made by any part of your car, and even by the wind caused by its movement or the flow of its exhaust, will be considered a false start (11.8.4) **If the cone wobbles but doesn't move from its spot, it's not a false start.**

If the chasing driver knocks or moves a cone, it will not affect their score.

#### **11.8.3.2 TRAINING LINE OR PACE LINE**

Before the drift attack but after the starting lights, there could be a line that serves to determine the pace of the drivers, called the pace line or formation line.

From the moment this line is crossed until the drift attack, the chasing driver may not under any circumstances be parallel to the leading driver.

If the leader is accelerating at full power, should the chasing driver pass the end of the leading driver's rear bumper with their front bumper, the chasing driver will have their score halved, and it could even be zero if they clearly obstruct the leader's start, and in case of contact, they will be deemed guilty.

If the leader is not following the acceleration and deceleration map, their score will be reduced, potentially even to zero as they are considered unchasable, and in case of contact, the designated leader will be held responsible.

#### **11.8.3.4 DISQUALIFICATION DUE TO TECHNICAL PROBLEM**

**A marshal at the starting line or in the warm-up area (or the Race Director) may deny a driver the start on the orders of the CCDD if his vehicle is not in suitable condition to make his pass, or may endanger the track marshals, his opponent or himself, not letting him continue with the test and forcing him to return to the paddock without skidding, or if necessary, being towed or craned.**

#### **11.8.4 FALSE STARTS**

The lead driver must start first, navigate a cone chicane, and accelerate to full power. Failure to do so will be considered a false start.

In the event of a false start, the marshal will signal it with a flag or an arm movement specified in the briefing, and both drivers must realign themselves in the same positions to restart the race. False starts can occur due to the following situations:

- When the traffic light turns green, the leading driver has a maximum of 3 seconds to accelerate at full power. If they do not move within those three seconds, it will be considered a false start, and the leading driver will be held responsible.
- If the leading driver is unable to correctly navigate the cone chicane, and shifts **considerably** or knocks down one of the cones, it will be considered a false start, with the leading pilot being at fault.
- If the chasing pilot crosses the line before the leading pilot, it will be considered a false start, and the chasing pilot will be at fault.
- If one of the two drivers (or both) crosses the line before the light turns green, it will be considered a false start, with the one who crossed the line first with the light on red being at fault.

If a driver makes two false starts in a row on the same battle lap, they will receive zero points, and the competition will continue.

#### **11.8.5 VERDICT OF THE BATTLES**

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

Pilot "A" wins

Pilot "B" wins

One More Time – This occurs when a clear winner cannot be determined, so the battle must be repeated.

With the verdicts of all three judges, the outcome of the battle will be determined by majority vote. In the event of no clear verdict because none of the options are repeated (for example, Judge 1 declares Pilot B the winner, Judge 2 awards One More Time, and Judge 3 awards Pilot A the winner), the result will be One More Time.

In the case that the Judges order in the event of a ONE MORE TIME, the entire battle will be repeated. If the score remains tied after three matches, the winner will be the one who obtained the highest score in Phase 2 - Qualifying Training, with the exception of the 3rd and 4th place battle and the FINAL battle. The winner of the battle will then compete in the next round.

The OMT verdict can only be issued twice. If there is no clear winner after the third head-to-head between the drivers, the one who qualified will advance to the next phase.

In the case of the battle for third and fourth place, and the final battle, the One More Times can be repeated as many times as necessary until a winner can be determined.

#### **11.8.6 REVIEW EXTRAORDINARY FROM THE SPORTS VERDICT**

The judges' verdict in battles is final. ~~during their development at the time of the verdict~~ and it is strictly forbidden to attempt any interaction with the tower during a battle phase. A pilot, ~~your spotter or your contestant~~ will be able to ~~then ask~~ request in writing, by completing a form for this purpose an extraordinary review in the Career Management office, where they will be put in contact with the race director. ~~He will contact the judges and request this review on an extraordinary basis. The review form will be filled out and the review will be carried out.~~

The time allotted for all reviews in each phase will be a maximum of 15 minutes, which will be divided equally among all requested reviews. The review will consist of viewing the streaming video by the race director of the two battle rounds, If it is not clear from the race director, he will send the request to on behalf of The three judges, as if it were live, re-judged on a blank sheet of paper, and issued a new verdict.

To carry out this review of the verdict, the pilot must pay the amount equivalent to the registration of a n event individual. At the time of making the request, this amount will be returned to the pilot if the new verdict is in their favor. If the verdict is not in their favor, this amount will not be refunded. In both scored and non-scored EVENTS and/or by invitation to the event, the amount is set at €300.

These reviews can only be carried out during the Top 32 and Top 16 stages. At the next bracket change (for example, between the Top 32 and Top 16), the judges will be informed to review the battle, and the result may be modified. if the extraordinary review is deemed acceptable In the event of a change, the drivers will be notified. Otherwise, the races will resume. Only the resources that have been previously available will be used by the judges to make their decisions. The evidence presented during the incident will include live streaming, footage from additional cameras provided by the organizers (if available), and notes taken by the judges and race officials. Photographs or videos not available to the judges during the incident will not be accepted as evidence in any protests. for an extraordinary review, such as those recorded from the stands or courtside using private equipment. The review extraordinary A review of a battle in a phase can only be requested before the end of that phase; that is, reviews of a Top 32 battle will not be accepted once the first battle of the Top 16 has begun.

#### **11.8.6 CLAIMS ~~AND APPEALS~~ TECHNIQUES**

In the event of a suspicion that a driver is violating the technical regulations, such as using illegal tires or a sequential gearbox in the Semi Pro category, a complaint may be filed directly by another driver against the offending driver. The RFEDA Sporting Commissioners will determine the appropriate fees and procedures for these complaints. in accordance with the provisions of the International Sports Code and the Common Prescriptions of the Spanish Championships, Cups, Trophies and Challenges of the RFEDA.

#### **11.8.7 OVERTAKING**

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

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

With the exceptions described below, tire changes are not permitted between laps 1 and 2 of each battle. In the case of "One More Time," vehicles may 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 the race directors have informed the drivers before lap 1. For lap 2, the vehicles must return to the starting line within 120 seconds of crossing the finish line. If one of

the vehicles is ready to race but is blocked somewhere on the track or in the paddock for unforeseen reasons, the countdown will be stopped until the vehicle is clear to drive again.

In the event that an opponent does not reach the starting line within the given time, the lined-up vehicle must run 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 of any of the vehicles ~~(excluding visual tire checks, unexpected tire conditions requiring exceptional tire pressure adjustments, or body panel adjustments)~~ will result in disqualification. Changing tires between lap 1 and lap 2 is not permitted, except in the case of contact **(Collision and contact rules will apply)**.

#### **11.8.9 INCIDENTS, “COLLISIONS and CONTACTS” DURING BATTLE (10-MINUTE RULE)**

Contact with the vehicle 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 case **of any kind** Both pilots must attempt to complete the lap as long as it can be done safely.

##### *11.8.9.1 LIGHT CONTACT*

It is called LIGHT CONTACT when both pilots complete the battle lap after the collision.

##### *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 skidding 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 get the vehicle off the track by their own means and must be rescued, pushed, towed or by means of a crane.

##### *11.8.9.4 GUILTY VEHICLE*

If the leading vehicle loses its drift, goes off the track, or unnecessarily reduces its speed too drastically during the battle, and the chasing vehicle hits the leading vehicle, the leading vehicle may be found guilty of the collision. ~~Each judge will determine fault.~~ If a chasing pilot has a collision with the leading pilot without the latter having made a mistake, the chasing pilot will be considered at fault. **The judges will determine, according to this criterion, which vehicle is at fault in each case.**

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

In the event of minor contact, both drivers must attempt to complete the lap, provided this can be done safely. The stewards will determine how the contact will affect the final verdict of the race. Drivers may request to pit, where they will have two minutes in their garage to assess the damage. They may request a technical pause if one is available, and may not change tires on either axle unless they were damaged as a result of the contact.

If one of the two drivers does not appear after the pit stop, the other will perform a bye run and the race will continue.

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

THE THE DRIVER AT FAULT WILL NOT HAVE TIME TO REPAIR, NOT EVEN THE 5-MINUTE TECHNICAL BREAK, EVEN IF THEY WERE AVAILABLE.

The offending vehicle must then attempt to present itself, under its own power, to the starting line, where it will be assessed by a technical commissioner and it will be verified, with double confirmation, whether it is in safe condition to continue the competition.

The driver at fault may, upon reaching the start, detach themselves from the safety harnesses and exit the vehicle to inspect it with the start marshal. The marshal will assess the damage and may directly deny the driver the opportunity to continue. Should the marshal allow the driver to continue, the driver must still assess the damage themselves and confirm to the marshal, either "Yes, I am willing to continue despite the damage sustained, and under my own responsibility," or "No, I am not willing," and withdraw the vehicle from the competition.

Therefore, if the at-fault driver receives approval from both the marshal and themselves, they can wait for the non-at-fault driver to arrive (applying the 10-minute rule). If the vehicle does not receive approval from the technical marshal because it is not safe to continue the test, the driver will be disqualified.

The NOT-FAULT pilot must apply the 10-minute rule. The following scenarios may then occur:

DRIVER NOT AT FAULT	AT FAULT DRIVER	RESOLUTION
The not at fault driver presents the repaired vehicle and receives the OK from the technical commissioner.	The driver at fault waits at the starting line and receives the OK from the technical commissioner	The second round of the battle begins and the competition continues as normal.
The not at fault driver presents the repaired vehicle and receives the OK from the technical commissioner.	The driver at fault waits at the starting line and does NOT receive the OK from the technical commissioner, or the driver decides to retire.	The driver not at fault performs a BYE run to check that it is properly repaired and proceeds to the next phase.
The not at fault driver arrives with the repaired vehicle and does NOT receive the OK from the technical commissioner, or does not show up to the start line.	(indifferent)	The not-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 for not having repaired in time.

#### *11.8.9.6 COLLISION ON LAP 2 OF THE BATTLE*

If a collision occurs on lap 2 of a battle, the judges will consider the fault and then return to the default race to judge the outcome of the battle. If both the leading and chasing vehicles collide in the second race of the battle and are unable to continue due to excessive damage, and neither party being deemed guilty, the winner is determined based on the score from the first round of the battle.

The at-fault driver will receive a zero, and the judges will deliver a final verdict on the battle. If this verdict is OMT (One More Time), the non-at-fault driver could repair under the 10-minute rule, while the at-fault driver would not be allowed to repair, although they would be permitted to change tires.

In the event of contact between vehicles that may or may not have affected the driver or may not have been the fault of the drivers, the technical director may need to inspect both vehicles for safety reasons and decide whether or not the vehicles require repairs in order to ensure the safety of each driver. In the above scenario, if the result leaves a driver with a punctured tire or wheel damage, the technical director may request that both drivers change their tires and/or wheels to ensure that no driver does not receive an advantage over the other driver.

#### *11.8.9.7 COLLISION DAMAGE AND REPAIR TIME. 10-MINUTE RULE.*

Once a collision has occurred, the judges will determine fault. In some cases, the damage sustained by the vehicles may require time to repair, and ONLY THE NON-FAULT DRIVER, after confirmation by the track marshals, will be allowed to return to the pits for repairs.

To do this, the teams will apply the collision and contact rule and will have 10 minutes to repair the damage. They will return to their pit box as quickly as conditions allow, taking special care when moving around the paddock, whether on their own or when maneuvering with the crane or recovery vehicle. As soon as the vehicle is in the work area, the official will notify the team and start the timer, at which point the mechanics can begin repairing the car.

The 10-minute clock starts when the official tells the driver/team member to begin, not when the vehicle arrives in the pit. In the case of a collision requiring recovery, the vehicle may be placed on jack stands or jack stands. The tow truck must also leave the scene before the 10 minutes begin. The Race Director or Official will announce when work can begin, and the clock will start counting down the ten minutes. The entire repair procedure must be completed before the clock expires.

After 10 minutes, if the vehicle

- It's not underway
- It's not on the ground
- It is not safe to drive in the required position (leader or pursuit)
- It is not properly repaired
- If you are not ready to drive to the tire warm-up area, then the vehicle will not be authorized to proceed.

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

#### **ARTICLE 11.8.9.9 ACCIDENT WITH AMBULANCE INVOLVED**

In the event of a minor accident, the driver may return to the pits and a medical check will not be mandatory if the driver does not deem it necessary. However, if an ambulance has been deployed, the driver may not return to the track until a full medical check has been performed by the appropriate medical personnel. The race director will contact the medical personnel who attended to the driver, and only with a favorable report from the race medical officer and authorization from the Race Director will the driver be allowed to rejoin the competition. This rule will apply at all stages of the competition: practice, qualifying, and races.

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

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

A technical pause is a stoppage in the competition that a driver can request during the qualifying phase (before starting their lap), during the battle phase (before showing 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-fault driver in a contact in case they have not had time to complete the repair.

The use of the technical pause between two battle laps is not permitted if there has been no collision.

Changing tires is not allowed during a technical break unless they have been damaged during a collision with another driver.

A driver is entitled to request ONE technical break during EACH RACE, whether in qualifying or battles, in theThe driver will be allowed to return to the pits to repair the vehicle. Technical breaks are not cumulative for subsequent rounds.

The driver will request a technical pause from the race official and proceed to their pit box as quickly as conditions allow, taking special care when moving around the paddock, whether under their own power or during maneuvers with the crane or recovery vehicle. As soon as the vehicle is in the work area, the official will notify the team and start the timer, at which point the mechanics can begin repairing the car.

The driver and/or crew members must not perform any work on the vehicle before the official initiates the technical pause procedure. Opening panels and inspecting for damage could be considered work. External visual inspection is permitted.

The five (5) minute clock starts when the official tells the driver/team member to begin, not when the vehicle arrives in the pit. If a tow truck is used, the vehicle is permitted to be placed on jack stands. The tow truck must also leave the pit before the five (5) minutes begin. The Race Director will announce when work may begin, and the clock will start counting down the five minutes. The entire repair procedure must be completed before the clock expires.

If the five (5) minutes expire and the vehicle

- It's not underway
- It's not on the ground
- It is not safe to drive in the required position (classifier, leader, or pursuit).
- It is not properly repaired
- If you are not ready to drive to the tire warm-up area, then the vehicle will not be authorized to proceed.



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

If the vehicle is not repaired at the end of the time allotted for the technical break IN QUALIFYING:

If a driver does not complete any scored qualifying round, it will be considered a double zero, and the driver will not be able to participate in the elimination battles, except by using the Joker. If a driver completes a qualifying round with a score other than zero, they 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 allotted for the technical break ENBATTLES, the table that appears in the collisions and contacts rule will be followed.

## ARTICLE 12. VERIFICATIONS

Prior to the start of the competition, technical and administrative checks will be carried out. These checks must be completed according to the schedule established in the Competition Regulations. In exceptional cases—and provided there is a duly documented reason of force majeure—teams that request it may be authorized to undergo the checks during the official training session(s). In any case, undergoing the checks outside of the times stipulated in the Competition Regulations will result in a penalty.

No vehicle may take part in a competition until it has been authorized by the Sporting Commissioners 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 established, limiting the time a driver or group of drivers can complete verifications, whether for technical, administrative, or both types of checks. This schedule will be defined in the event's specific regulations and may be based on categories, groups of drivers, race numbers, or any other order the organizers deem appropriate for each round to ensure smooth organization. This schedule may depend on factors such as the specific characteristics of each circuit, the location of the race office, or the number of entries, and will be communicated to all participants prior to the event. Failure to appear at the designated time will result in a penalty.

The Sports Commissioners of a competition may:

To verify the conformity conditions of a vehicle or a contestant before, during and after training and/or the race.

Requiring a vehicle to be disassembled during technical inspections to ensure that admission or conformity conditions are fully met. Requesting a competitor to provide any part they deem necessary.

Do not authorize the departure of any vehicle for security reasons.

Technical checks will be carried out at the location assigned to each competition. This location must be specified in the competition's specific regulations.



Failure to comply with the guidelines indicated in this section will result in 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.

The support team (max. 4 people) will need to be identified by means of a valid ID card or passport.

It will be mandatory to submit the following documentation to the test secretariat, either beforehand or at the time of the administrative checks:

- Valid national or international pilot's license appropriate to the specialty, in accordance with the rules established by the RFEDA.
- Valid CONTESTANT License.
- Exit permit from the ADN (National Sports Authority) of origin for foreign participants, in case this is not included in the license.
- Valid medical certificate for foreign participants, in case it is not included in the driver's license (in accordance with FIA standards).
- Pilot's insurance certificate, if not included in the license, with coverage for medical travel and repatriation. If it is included in the license, a certificate from the National Insurance Authority (ADN) confirming this.
- Photocopy of passport or national identity document
- Authorization from guardians, in the case of pilots under the age of 18.

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

The provisions of Article 18 of the PCCCTCE shall apply.

The technical checks will be carried out by the designated officials, who are responsible for the operations carried out in the Parc Fermé, or in any other place where they are done, and are the only ones authorized to give instructions to the CONTESTANTS.

Presenting a vehicle for technical inspections will be considered as implicit acceptance of conformity.

Any vehicle that, after passing technical inspection, has been disassembled or modified in a way that could affect its safety or call its conformity into question, or has been involved in an accident with similar consequences, must be presented to the Technical Stewards for inspection and will remain at their disposal. The Technical Stewards will inform the Sporting Stewards and the Race Director whether or not the vehicle conforms. In the case (non-conforming vehicle), whether for technical or safety reasons, the vehicle must proceed to its pit box or Parc Fermé, as appropriate.

The Race and/or Competition Director may request, at any time during practice, qualifying or finals, that any vehicle involved in an accident be stopped and checked by the Technical Commissioners.

The number of vehicles specified in the relevant Regulations, as well as those decided by the Sports Commissioners of the competition, will be subject to technical verification.

The final technical checks of the race must be carried out in the presence of the COMPETITOR of the vehicle to be checked or their representative. In the event of the absence of the CONTESTANT

~~or their representative during the duly announced verification act, no protest may be made regarding the verification act.~~ Additionally, two mechanics, designated by the COMPETITOR or his representative, may be used for the dismantling tasks if the Commissioners deem it appropriate.

The Technical Commissioners may retain one or more parts from a vehicle for inspection purposes. These parts will be duly marked in the presence of the COMPETITOR or their representative, who will receive a copy of the sealing report with a description of the markings. ~~In the event of the absence of the CONTESTANT or their representative during the (duly announced) verification of a retained item, no protest may be made regarding the origin of said items.~~

As a general rule, technical infractions will be sanctioned in qualifying training with the cancellation of the score obtained and in final phases with disqualification from the competition, unless the Sports Commissioners deem another sanction, based on the specific conditions of the fact being judged or a specific provision of the Particular Regulations of the Contest.

## ARTICLE 13. APPLICANTS

The Championship of Drift Spain will be reserved for pilots **from 14 years of age (inclusive of the year they turn 14) and who are** holders of the corresponding driver's license valid for the 2026 season as established in Article 2 of the Common Regulations for Championships, Cups, Trophies and Challenges of Spain.

DRIFT SPAIN SERIES			
TYPE OF LICENSE / PERMITS	DEF	APPLICATION AND DURATION	OBSERVATIONS
INTERNATIONAL	ITA, ITB, ITC-C, ITD-C	NATIONAL SEASON UNTIL 31/12/2026	RATE AND LOCK
PILOT GRADE A	PA		
GRADE A PILOT CIRCUITS	PA/C		
PILOT GRADE B	PB		
PILOT GRADE B CIRCUITS	PB/C		
RESTRICTED GRADE B PILOT	PB/RES		
PILOT LICENSE GRADE A	PPA	ONE NATIONAL EVENT	DOES NOT SCORE OR BLOCK
PILOT LICENSE GRADE B	PPB		

Likewise, the Spanish Drift Championship is open to all foreign participants with equivalent licenses in their country of origin, that is, with a national or international license issued by their ASN, as established by the International Sports Code.

In addition, all pilots must hold a contestant's license.

The contestant license can be that of an Individual Contestant or collective of Motorsports in accordance with RFEDA/FIA regulations (CI) or a motorsport contestant copy (CP) issued by an entity in the relevant Sports Associations register that holds a Contestant Team (EC) license

Furthermore, the Spanish Drift Championship is open to all drivers who hold the corresponding licenses issued by the DNA of EU member countries and assimilated countries as established in the FIA regulations

~~Agreements signed by the RFEDA.~~

~~For the 2025 season, the RFEDA has signed agreements with the ADNs of Portugal and Andorra.~~

~~Based on the aforementioned agreements, athletes of Portuguese and Andorran nationality will be able to participate —scoring and blocking scores— in the Spanish Drift Championship~~

## ARTICLE 14. REGISTRATIONS

Registration applications will be accepted through the championship website from December 4, 2025, to January 10, 2026. Driver selection will take place from January 10 to January 20, 2026, at which time registration confirmations will begin to be sent. Drivers who submitted an application but were not initially accepted will be considered as alternate entries.

Once the contestant receives acceptance of their application, they must confirm it by paying the full registration fee for the entire season.

The entry fee will be €1480 for the entire season. Drivers selected in the first round will have the opportunity to benefit from an early payment discount, subject to the deadlines described below:

1st installment: January 20th to January 30th €1280

2nd installment: January 31st to February 10th €1380

3rd installment: February 11th to February 20th €1480

If a selected pilot has not paid by February 21, their application will be rejected, and the waiting list will be called, who must pay the full amount (€1480) of the registration fees before March 1.

In addition to the drivers participating in the entire championship, there are also entries for individual events, such as wildcard entries (article 14.1), and these will have an entry fee of €400 for each individual event. Registration closes for wildcards. It will be carried out up to 24 hours before the date of each test, and will be stated in the Specific Regulations.

~~The entry fee will be €990.00 for the entire 2025 season (5 events) or €300.00 for wildcard entries. Applications must be submitted through the Organizing Committee. Contestants have until January 31st to pay the entry fee for the entire season. If payment is not received by this date, the contestant will not be considered registered for the championship and will have to register for each event separately.~~

The registration fees will be specified in the specific regulations for each competition. ~~they can be folded~~ will be double in the case of ~~not accepting mandatory advertising~~ ~~that a CONTESTANT does not accept optional advertising.~~

Entries will not be accepted without payment of the registration fee by the closing date. For invitation-only events, once accepted, the participant must deposit the registration fee at the time of registration as a guarantee and commitment to participate. This guarantee will be refunded when the participant appears for the administrative and technical checks.

At the time of the closing of registrations, the Organizing Committee of the Spanish Drift Championship will compile a list containing the COMPETITOR, the driver, and the vehicle. This list will be sent immediately to the RFEDA.

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

After the registration period closes, changing contestants is prohibited.

By simply signing the registration form, the contestant, and all members of their team, submit to the sporting jurisdictions recognized by the CDI, as well as to the provisions of these Sports Regulations. Furthermore, they declare under their sole responsibility that the information provided is true.

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

- That participates in the competition under their sole and exclusive responsibility.
- That he 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.
- Which excludes all liability and waives the right to make any claim against the entities and persons listed in the previous point.
- That it will respect the decisions of the Sports Commissioners and, in all respects, will make use of the rights of Appeal and Claim guaranteed in the CDI
- Be locatable at all times during the test, as well as having the relevant accreditation at all times.

The Organizer reserves the right not to accept the registration of a contestant or a pilot.

The simplified Special Regulations will, if applicable, set the maximum number of registered participants.

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 whose registration has been denied.

In the event that the competition does not take place.

If the registration is cancelled before the publication of the list of registered participants.

50% of the registration fees when, due to force majeure, duly verified, it is not possible to attend the competition and this is notified before the verifications.

Contestants must register for each of the competitions that make up the Contest, filling out the official registration forms in full.

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 contestant's name and license number.
- Registration procedure.
- Complete Annex III. Registration Application.
- Enter the registration fee into the corresponding account.
- Send a digital copy of Annex III. Registration Application and proof of payment to the email address of the competition organizer: [info@driftspainseries.com](mailto:info@driftspainseries.com)

#### **14.1 – WILDCARDS:**

A wildcard is a driver who, without being registered for the championship, participates in a separate round. These drivers can score points and block points for drivers registered for the entire championship. At the discretion of the organizing committee, they may even be admitted to participate in other events after registration has closed, appearing in the overall championship standings.

#### **14.2 SPOTTERS**

Each driver, upon registering for either the championship or a specific event, may designate a spotter, who will assist in making sporting decisions and provide guidance on their racing line or the lines of their opponents via radio communication. The spotter will be the only person other than the driver allowed access to the briefing.

The spotter will be the only person authorized to communicate with the driver while on track, and the driver must be reachable at all times. Failure to do so will result in a penalty specified in Annex I.

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

#### **14.3 RECIPROCAL PROMOTION OF THE TEST**

Each contestant and driver, by confirming their attendance at a test, expresses their interest in participating in it, and the championship undertakes to, once the registration is formalized, make the driver's name appear in the official lists of registered participants and on social media.

Similarly, the driver is obliged to share on his social networks the poster of the event in which he will participate, carrying out the promotions required by the organizing committee, which in no case may be negative or contrary to the sponsors of the driver himself.

In the event that a driver refuses to participate in the promotion of an event, if requested, they may, at the discretion of the organizers, be denied the use of all audiovisual material generated during the round they have refused to promote, whether produced by the organizers' media or by their own equipment recorded or captured within the venue during any phase of the competition. The Organizing Committee also reserves the right to deny press passes to members

of the team of any competitor who refuses to participate in promotions, whether for that event or for the entire season.

## ARTICLE 15. COMPETITION NUMBERS AND DRIVER'S NAME

During the season, each vehicle will display the race number corresponding to the list accepted by the organizer at the beginning of the season. The size, shape, and color of the competition numbers affixed to the vehicle must comply with FIA and RFEDA regulations. In the case of new entries, numbers will be added in sequential order.

Pro	1 to 100
Semi Pro	101 to 199

The organizer will provide competition numbers at the start of the season, which must be kept throughout. In case of breakage or loss, the competitor must replace it with an identical one or one of the same characteristics. The organizer will have replacement numbers available at €50.00 per pair, requested 30 days in advance. Competition numbers must be worn as described below:

MANDATORY SUN VISOR with the competition number, located on the windshield. (Will be provided by DRIFT SPAIN SERIES)

MANDATORY GATE COMPETITION NUMBER with driver's name and entry number in the Championship of Drift Spain, located on the vehicle doors.  
(Will be delivered by DRIFT SPAIN SERIES)

ADVERTISING OF THE SPONSORS OF THE SPANISH CHAMPIONSHIP DRIFT decals located on the front and rear defenses, sides, and center. (Will be provided by DRIFT SPAIN and may be altered before the end of the season)

The competition numbers must be displayed on the vehicle during the preliminary technical checks.

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

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

The color of the competition numbers will be defined by the organization, which will select a different color for SEMI PRO and PRO, with the elite category having the number corresponding to the drivers in their usual category.

## ARTICLE 16. IMAGE RIGHTS

Image and broadcasting rights Public view of the competitions that count towards the Spanish Drift Championship, belong exclusively to the organizer, VOLRACE COMPANY SL / DRIFT SPAIN.

Consequently, registration in one of these competitions implies that the COMPETITORS, drivers, and team members taking part expressly grant VOLRACE COMPANY SL / DRIFT SPAIN the right to capture, record, commercially manage, and disseminate images of the participating vehicles and the athletes who drive 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 broadcasting of the sporting event or the promotion of subsequent events, whether through media outlets or the commercialization of images in edited reports or for the promotion of the sport.

The installation of onboard cameras must be requested with permission and reported during the inspections. Failure to do so will result in a penalty at the discretion of the Race Stewards, as set out in the table in Annex I.

## **ARTICLE 17. INSURANCE.**

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

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

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

Upon issuance of the organization permit, once the established requirements have been met, the competition is insured with the coverage and under the terms and conditions established by Law 10/1990 on Sport and in Annex II of Royal Decree 1428/2003, through the insurance policy contracted for this purpose by the RFEDA.

In the event of an accident in which damage has occurred to persons or property, the contestant or his representative must report 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.

The statement will include 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 regular 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 liability insurance, contestants and pilots are free to contract, on their own and at their convenience, the individual insurance policies they deem appropriate.

Contestants and drivers, in the event of an accident, release the Organizing Entity of the competition from all liability and waive the right to make any claim against them.

## **ARTICLE 18. REGIONAL COMPETITION IN A TEST WHERE IT IS CELEBRATE A COMPETITION THAT COUNTS TOWARDS THE SPANISH CHAMPIONSHIPDRIFT.**



Only the RFEDA can authorize that in a test where a points competition is held for the Spanish Championship In Drift, other competitions of the same sporting specialty may take place that do not count towards said Contest and in that case the provisions of the PCCTCE will apply.

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

The Committee organizer of the Championship Drift Spain reserves the right to cancel a competition if the number of registered vehicles is equal to or less than 10, 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.**

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

Drivers are required to know and respect all the signals specified in Annex H of the CDI, and to obey all instructions from the Race Officials. Failure to comply with these orders or signals will result in a penalty, at the discretion of the Stewards, which may include disqualification from the competition.

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

All drivers and teams must prioritize safety and professionalism at all times. Negligence or any breach of safety regulations will not be tolerated.

Only the drivers and their spotters (one per driver) are entitled to ask questions about the test and discuss rationally with the officials and/or judges during free time, practice sessions, briefings and post-race meetings if there are any in the particular test, but never during qualifying or the race.

If a driver and/or any member of their team behaves inappropriately, insultingly, or unprofessionally towards the championship or personally towards any member of staff, especially a judge, official, or race steward, they will be subject to the penalties mentioned below. This rule also applies to discussions or comments on the internet or social media platforms and will be severely punished if they occur on the public profiles of drivers or teams.

Likewise, severe penalties will be applied in case of disrespect between members of different teams, sabotage, threats, fights, blackmail, intimidation or any type of violence, physical or verbal towards team members.

Likewise, any type of alliance between teams, conspiracy, attempts to rig results or conspire to obtain results on the track in an unsportsmanlike manner will be punished with direct and immediate expulsion from the championship without the right to a refund of the registration fee.



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

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

Ignoring the code of conduct will result in penalties as stipulated in Annex I.

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

The Sports Commissioners may, on an exceptional basis, give instructions to the competitors by means of 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 certify the publication.

The classifications and results of the qualifying training sessions and duels, as well as all competition decisions deemed appropriate by the Sports Commissioners, will be posted on the Official Notice Board.

Any decision or communication from the Sports and Technical Commissioners or the Race Director, which affects a specific COMPETITOR, will also be communicated to him immediately and in writing whenever possible.

The Stewards will also publish the results for each inspected vehicle and make them available to the other competitors. These results will not include individual scores, except when a vehicle does not comply with the Technical Regulations.

The contestant or their representative must be reachable throughout the duration of the competition.

Official instructions will be transmitted to the pilots using the signals provided by the CDI. Flags must measure 70 x 90 cm, and red and checkered flags must measure 90 x 110 cm. Contestants may not use flags similar to those officially used, regardless of their shape.

The signals transmitted to the pilots by means of the flags and signals provided for 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 specified by the Competition Regulations), prepared to stop if necessary, and overtaking is prohibited.

Furthermore, a driver's call to the Pit Lane by means of a black flag must be heeded and the driver must not complete more than two full laps (during practice) before entering the Pit Lane.

## **ARTICLE 22. ADVERTISING.**

Advertising will be permitted, provided it is not offensive or defamatory, regarding the participating cars, as well as any advertising that the organizers may contract regarding billboards, stands, podium, regulations, printed materials, etc.

Advertising on vehicles must respect the part of the bodywork reserved for numbers and license plates, competition area, as well as the area reserved for the sponsors of the Spanish Drift Championship, and should not —under any circumstances— hinder the correct view of them.

The Organizers may offer participants advertising contracted by them, and participants are free to accept or reject it, except for advertising related to numbers and/or plates, which will be mandatory.

Refusal of optional advertising may result in a doubling of the registration fees for teams that accept such advertising.

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

Sponsors:

The sponsors of the Spanish Championship Drift rules will be published as an annex to these Sports Regulations.

Contestants who have any incompatibility between the advertising of their sponsors and the mandatory of the Spanish Championship Drift participants may request an exception from the organizer.

The organizer may, at their sole discretion, exempt the contestant from displaying this incompatible advertising, setting, in this case, an increase in the registration fees, equal to three times that established for teams that accept such advertising.

The Organizer may not interfere with or oppose any advertising displayed by a vehicle or participant. However, the Race Commissioners may take any action they deem appropriate in the event of a violation of current legislation regarding advertising in sports.

Advertising linked to sponsorship official of the Spanish Championship Drift will be mandatory and a priority for all participants. Its characteristics and locations will be specified by the Contest Organizer, after consulting with the interested parties upon approval of the advertising agreement, either as an integral part or as an Annex to the applicable Contest Regulations.

Teams may display commercial advertising on clothing and vehicles, provided that:

They agree with what is established in the RFEDA's advertising rules.

Please respect the locations designated 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 during the preliminary checks and throughout the competition.

Any driver or contestant who does not respect the placement of mandatory advertising will receive a penalty stipulated in the table in Annex I.

### **Status of mandatory advertising**

Advertising mandatory for the Spanish Championship Drift must be placed in the locations established in the following image of these Regulations.

**DRIFT SPAIN**

**PUBLICIDAD OBLIGATORIA**  
POSICIÓN Y MEDIDAS



WWW.DRIFTSPAINSERIES.COM

It is mandatory to display the sponsor logo stickers on the vehicle exactly in the designated location and without making any modifications to them, as shown in the image above.

IT IS THE RESPONSIBILITY OF EACH COMPETITOR TO PLACE AND MAINTAIN THE MANDATORY ADVERTISING IN ITS RESPECTIVE PLACE BEFORE THE OFFICIAL CHECKS AND IT MUST REMAIN IN PLACE DURING FREE PRACTICE, QUALIFYING AND FINAL DUELS.

The absence of one or more of the mandatory advertisements in the competition will result in the loss of points earned, potentially leading to expulsion from the Spanish Drift Championship, as stipulated in the table of the AnnexYO.

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

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

Each of the circuits will have a sufficiently large parking area to meet the needs of the teams participating in each competition.

Private vehicles are prohibited from entering the Paddock area of the event in question (exclusively reserved for duly accredited workshop vehicles).

If a team wishes to install any type of structure (tents, awnings, chairs, umbrellas, etc.) behind the pits, they must have the express permission of the Organization.

Animals are prohibited from entering the Paddock, Boxes, Pit Lane, Track and all areas reserved for spectators (except those that may be specially authorized for use by security services and dogs for the blind).

Those under 16 years of age, even with accreditation, are prohibited from accessing the Boxes, Pit Lane and Track. **Unless they are participants in the test.**

The pits are an extremely dangerous area. If anyone under the age of 16 is present there, they will be the responsibility of their respective team.

Any person, whether or not related to any registered contestant, who is in the Paddock area, in the Boxes, the Pit Lane, on the Starting Grid or inside any other facility that requires it, must carry at all times the corresponding accreditation pass valid for the area in question.

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

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

Painting, drilling, dismantling, or misusing the circuit facilities (Paddock, Boxes, Pit Lane, signage wall, etc.) is prohibited. Any damage caused to the facilities will be the responsibility of the COMPETITOR.

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

It is the responsibility of the teams to remove used tires and all waste generated by their equipment from the circuit facilities once the competition has ended. Failure to do so will result in a collection and recycling fee.

All teams must provide a waterproof tarp in their designated repair and/or vehicle parking area within the paddock to prevent any liquids from seeping into the ground. This tarp must be removed at the end of the event. A stand-type canopy may be used as a substitute, provided it fulfills the same purpose.

In circuits where a refueling area is available, this must be used by the participants, and refueling in the pit box itself is not permitted.

**The use of devices exclusively for competition, such as antilag systems, nitrous oxide, or methanol-based water injection, is strictly prohibited outside the track. Their use in the pits will result in immediate disqualification from the race and a possible financial penalty at the discretion of the race officials.**

**The pilot will be responsible for all financial expenses arising from damage caused by the pilot's negligence, or by failing to follow the guidelines of these regulations.**

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

## ARTICLE 24. GENERAL SECURITY DISCIPLINE

It is mandatory that all drivers taking part in the practice sessions, qualifying rounds and phases/finals of the Spanish Championship When drifting, always wear all safety equipment (suit, helmet, gloves, etc.). Failure to wear any of these items will result in a penalty as described in Annex I Penalties of these Sporting Regulations.

From the start until the end of the practice(s), qualifying, or final phases and until all vehicles have arrived at Parc Fermé, either by their own means or by another of the ways specified in these Regulations, nobody is authorized to remain on the track except the Track Stewards in the execution of their mission, the driver when driving or under the instructions of the Track Stewards, and the mechanics, in accordance with the provisions of these Regulations.

Traffic in the Paddock, service area and Pit Lane, during practice, qualifying and final stages, will be carried out with maximum precautions and at a speed of less than 30 km/h.

It is forbidden to push a vehicle on the track by the driver or any member of his team.

Only one vehicle may be pushed to move it from any dangerous position it may be in, 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 intending to leave the track, or to access the inner track, or to return to his pit box or the Paddock area must give prior notice of his intention, and it is his responsibility to ensure that this maneuver does not pose a danger.

Drivers are strictly prohibited from driving their vehicles in the opposite direction to the race, except by express order of the track marshals or race management.

Drivers must use the track at all times. A driver may not deliberately leave the track without a justifiable reason. If a vehicle leaves the track for any reason, the driver may rejoin it. However, this may only be done when it is safe to do so.

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

Performing any dangerous maneuver or any other unsportsmanlike act (e.g., a collision), repeating such maneuvers, or showing evidence of a lack of mastery or control of the vehicle, may be penalized in accordance with the provisions of Annex 1 of these Regulations.

If the track marshals deem that a driver is behaving recklessly, endangering other drivers, that driver may be disqualified. A black flag will be displayed.

Excessive use of run-off areas, repeated encroachment on the gravel (beyond the kerbs or shoulders), may result in the Track Stewards deeming it appropriate to disqualify the driver. A black flag will be displayed.

Sustained burnout: If a driver repeatedly burns rubber and damages the track, they will be disqualified from the competition and will not receive any points, regardless of their result. Furthermore, the responsible driver will be responsible for the costs of repairing the damage.

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 obstruct other drivers.

Any vehicle abandoned by its driver on the circuit, except to attempt the repairs provided for in these Regulations using the means on board, will be considered as withdrawn, whatever the cause or duration of this abandonment.

No driver has the right to refuse to have their vehicle pushed or towed by mechanical means to the outside of the track; on the contrary, they must do everything possible to facilitate the maneuver and obey the instructions of the Track Marshals.

The driver who abandons their vehicle must leave it in neutral with the steering wheel in its place.

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

## **ARTICLE 25. FLAGS**

Article 2.4 of Annex H of the CDI shall apply and, in general, the following shall be respected at all times during the trial:

### **25.1. Green Flag**

It indicates the start of a warm-up lap or the beginning 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 displayed waving at the marshal's post after the one that 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:

A single flag waving: Reduce speed, do not overtake, and be prepared to change direction. There is a hazard at the edge of the runway or on a section of it.

Two waving flags: Reduce speed considerably, do not overtake, and be prepared to change direction or stop. A hazard is partially or completely obstructing the track and/or marshals are working on or alongside the track.

Normally, yellow flags should only be displayed at the race marshal post located immediately before the dangerous spot.

However, in some cases, the Race Director may order that they appear at more than one marshal post prior to the incident.

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

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

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

This flag should be displayed stationary to pilots 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 the circumstances) for a minimum of four laps, unless the track surface is normalized sooner. It will not be necessary to display a green flag in the sector following the one in which the yellow flag with red stripes was displayed.

#### **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 section of track controlled by that marshalling post.

#### **25.5. Red flag**

This flag should be waved over the starting line when a practice session has been stopped. Simultaneously, a red flag should also be waved at each marshal's post 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 garages.

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

Overtaking is prohibited and drivers should be aware that there may be competition and support vehicles on the track, the circuit may be completely blocked due to an accident, and weather conditions may have made the circuit unusable at high speed.

#### **25.6. Black flag**

This flag should be used to inform a specific driver that they must enter the pit lane the next time they pass its entrance and stop in their garage or at the location designated in the Specific Regulations or the Trophy Regulations. If, for any reason, the driver fails to comply with this instruction, they will be penalized in accordance with Appendix 1 of these Regulations. This flag should not be displayed for more than four consecutive laps during practice.

The decision to display this flag rests solely with the Stewards, the Track Judges, and the Race Director. The affected team will be informed of this decision immediately.

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

This flag should be used to inform a particular driver that their vehicle has mechanical problems that could pose a danger to themselves or other drivers, and that they must stop in their pit box on the following lap. Once the mechanical problems have been resolved to the satisfaction of the Chief Stewards, the vehicle may return to the track.

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

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

This flag should be displayed waving; it signifies the end of a training phase, the qualifying phase, or the battle or final phase.

Ignoring the flags carries a penalty described in Annex I of these regulations.



## ARTICLE 26. PIT LANE / CERETED PARK AND PIT ASSISTANCE

The provisions of the PCCCTCE will apply.

The parc fermé is the designated area for inspection by the race officials, if necessary, of all vehicles registered for the event. It may be located in any area of the circuit previously designated and communicated to all drivers and teams. No team member may carry out any type of repair on the vehicles in the parc fermé.

During practice, qualifying and finals, access to the Pit Lane will only be permitted via the deceleration zone.

To avoid any doubt, the Pit Lane will be divided into two defined lanes as follows:

**26.1. FAST TRACK:** The lane closest to the wall separating the track from the pit lane. All traffic must proceed along this lane. Any vehicle on this lane at any time must have the driver on board and be ready to drive.

**26.2. INNER ROAD:** The closest lane to the pits, for this reason it is the only area of Pit Lane where working on vehicles is permitted.

If any material has been carelessly left on the expressway, it must be removed immediately.

Vehicles will only be allowed to enter the expressway if the driver is seated at 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 COMPETITOR.

If a driver goes past their pit box, or the area assigned to their team on the inner track, before coming to a complete stop, they may only access their area by pushing. Reversing in the pit lane is strictly prohibited.

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

Vehicles must remain in the Pit Lane slow lane until the Pit Lane exit traffic light turns green; only then are vehicles authorized to proceed to the Pit Lane exit via the fast lane

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

The roadside assistance team will consist of a maximum of four people per vehicle. They must wear full-body coveralls, gloves, and appropriate footwear. They must be properly identified, accredited, and presentable at all times. Failure to provide proper accreditation will result in a penalty as specified in the table in Annex I.

Each team will have one designated person, chosen during pre-race scrutineering, to act as both the team representative (competitor) and the spotter. This representative will be the only person authorized to address the Stewards, Track Judges, and Race Director.

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 Commissioners, Judges of Fact and Race Director.

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

Dangerous maneuvers are strictly prohibited in the paddock, including "mechanical testing," burnouts, and driving at speeds exceeding 10 km/h. Staying in the paddock longer than the stipulated time is also prohibited.

Crossing the white line is prohibited during training sessions, whether free or qualifying.

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

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

If a competition already underway has to be suspended due to force majeure, without all participants having completed the phases that comprise it, Final Classifications will be drawn up according to the following criteria:

If the suspension occurs before the start of the Finals battles, 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 32 of the Final Stages already played, the following ranking 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 according to the highest score obtained in Phase 2 - Qualifying Training.

16th to 32nd Ranked, 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 after the battles that make up the Round of 16 of Phase 4 Finals have already been played, the following ranking will be drawn up:

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

9th to 16th Place, 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 Ranked, 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 Quarter-Final round of Phase 4-Finals already played, the following ranking will be drawn up:

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

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

9th to 16th Place, 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 Ranked, 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 ranking will be drawn up:

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

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

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

9th to 16th Place, 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 Ranked, 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.

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

## **ARTICLE 28. PODIUM CEREMONY.**

Drivers must wear their sponsor's specific attire, if applicable, throughout the entire podium ceremony, until all four drivers are on the podium and the official photographs have been taken. Each driver is permitted to wear their own sponsor's attire and be alone on the podium for photographs or similar activities only after the official ceremony has concluded.

The podium ceremony could also include the verdict of the finals in both categories.

Any infringement of the provisions of this article will result in the penalty provided for in Annex 1.

The following trophies will be awarded in each competition:

Trophy for the top four finishers in the Semi PRO Category.

Trophy for the four top finishers in the PRO Category

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

## **ARTICLE 29. CLASSIFICATIONN OF THE CHAMPIONSHIP OFDRIFTING IN SPAIN. AWARDS.**

The results obtained from all competitions that count towards the points will be retained.

The winners of the different categories will be the pilots who have obtained the highest number of points, according to article 10.

In the event of a tie in points between two participants in the same category, the following will be taken into account:

Number of podium finishes obtained, prioritizing first places.

Number of second places obtained.

Number of third-place finishes. And so on until a tie is broken.

Prizes. Based on the final score, the following prizes will be awarded:

SEMI-PRO Category:	FIRST PLACE	TROPHY
PRO Category:	FIRST PLACE	TROPHY

## **ARTICLE 30. PILOT SELECTED FOR REPRESENTATION CHAMPIONSHIP OR COUNTRY INTERNATIONAL**

### **FIA MOTORSPORT GAMES**

The FIA Motorsport Games are held every two years, with a different date, country, and circuit each year. The selection criteria for the representative driverThe driver who wins the PRO category in the 2023 drift discipline will be designated as the winner, provided they continue competing in that category in the 2024 season. Otherwise, the Championship Organizing Committee will designate the driver who will compete in the FIA Motorsport Championship.GAMES.

### **INTERNATIONAL CHALLENGES**

In the event of international competitions requiring representation from the Drift Spain Series championship, the selection criteria for representative drivers will be solely determined by the organizing committee, taking into account both the previous year's final ranking and the current year's ranking. The selected drivers must remain the same throughout the entire competition. Should a driver be unable to attend a competition, they will forfeit their participation rights, transferring their spot and points to the pre-selected reserve driver.

## **ARTICLE 31. CLAIMS AND APPEALS.**

### **Claim.**

All complaints must be submitted in writing to the Race Director. In their absence, they should be addressed to the Chairman of the College of Stewards.

Any contestant may file a claim against the conformity of another vehicle. This claim may concern various mechanical elements, which must be specified. In any case, claims must focus on well-defined aspects, never on vague or general concepts (for example, claims cannot be made regarding vehicle performance, stability, the engine, etc.).

Any claim must be made in accordance with Article 13 of the International Sporting Code, accompanied by a deposit of ONE THOUSAND EUROS (€1,000). If the claim involves the dismantling (and subsequent reassembly) of the vehicle, an additional deposit will be required, the amount of which will depend on the nature of the operation, the prevailing hourly rate for labor at the location where the dismantling and reassembly take place, and the type of vehicle involved.

If the claim covers several items, the bond will be the sum of the different verification costs.

If the claim is found to be valid, the bonds will be returned to the claimant and the defendant will bear the actual costs of the verification.

If the claim is found to be unfounded, the claimant will forfeit the €1,000 deposit and will pay the actual costs of the verification from the supplementary deposit, returning the remainder—if applicable—to the claimant. Otherwise, the claimant must pay the remaining cost of the verification.

In the event that the CONTESTANT is found innocent in an official verification, they agree that they will not be entitled to any refund. Should an irregularity be detected during the official verification, the CONTESTANT will bear the actual costs of the verification.

#### **Right of Claim.**

The right to claim will belong only to the contestants; however, the officials may always act on their own initiative, even if no claim is filed.

Multiple contestants cannot file 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 relevant action.

Claims against decisions made by de facto judges in the exercise of their functions will be inadmissible. The decisions of these judges are final and cannot be appealed.

#### **Appeal**

In accordance with Article 15 of the International Sports Code, every COMPETITOR has the right to appeal against the decisions made by the Sports Commissioners of the competitions in the manner and time limits established in the aforementioned Article, accompanied by a guarantee of 2,500 Euros.

### **ARTICLE 32 ASSISTANCE ZONE.**

The organizer will provide a designated area within the circuit grounds for vehicle mechanical assistance (paddock area, pit box, etc.).

All repairs, except those authorized by the Race Stewards, must be carried out within the service area.

Within the service area, drag racing, endangering the physical safety of others, etc., are prohibited. Any violation of the service area rules may result in a penalty, which could lead to disqualification from the competition, at the discretion of the Race Stewards.

Participants may visit the service area to repair their vehicle at any time during free practice and between qualifying sessions. From qualifying onwards, and throughout qualifying and the battles, the technical break rules (5-minute rule) and the collision and contact rules (10-minute rule) will apply.

### **ARTICLE 33. CLOSED PARK. FINAL CHECKS.**

At the end of the competition, each team will be responsible for moving their vehicle to Parc Fermé, if so stipulated in the Competition Regulations. A quick inspection will be carried out to verify that the vehicle matches the one presented during the preliminary checks.

Vehicles will be considered to be in closed park from the time they finish their participation until 30 minutes after the provisional classification of the competition is made public.

During the closed park regime, it is forbidden 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 classification must deposit the vehicle in the closed park.

After parking the vehicle in the closed park, the drivers will leave it and entry will be prohibited from this moment until authorization from the Sporting Commissioners.

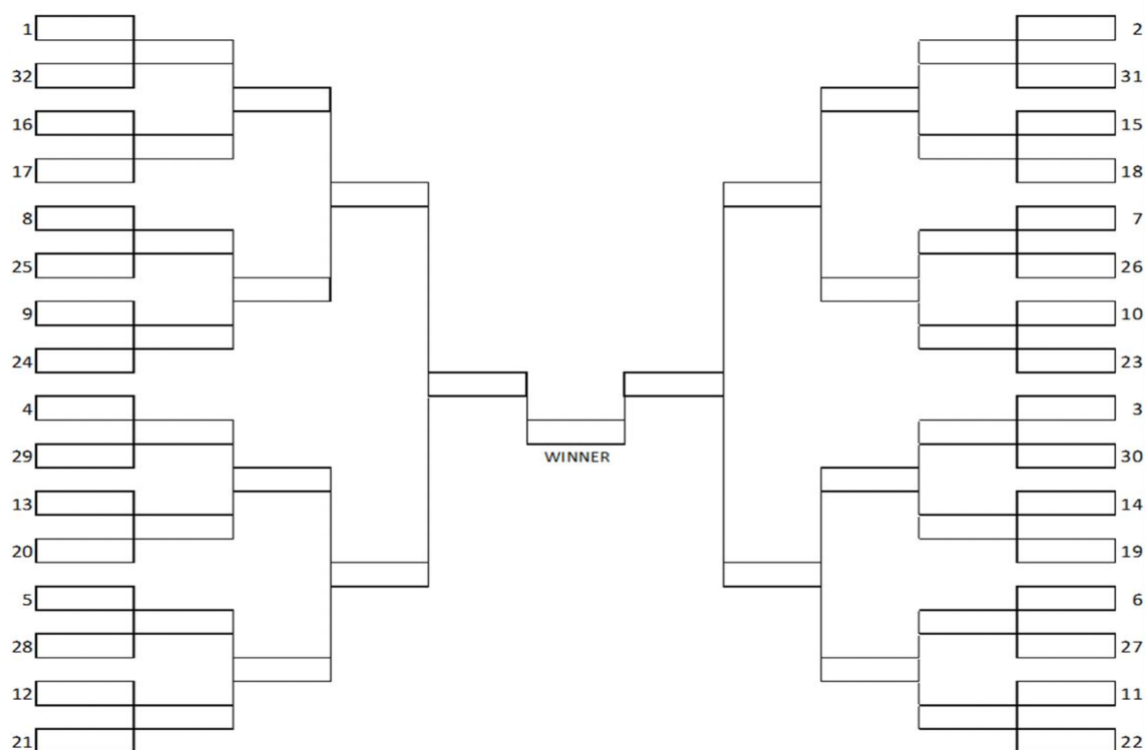
Any violation of the Parc Fermé rules will result in disqualification from the competition, at the discretion of the Sporting Commissioners.

## **ARTICLE 34. ELIMINATION KEYS SEMI PRO CATEGORY and PRO CATEGORY**

**ELIMINATION KICK-OFF KICK SEMI-PRO CATEGORY (TOP 16)**



**ELIMINATION KICK-OFF KICK PRO CATEGORY (TOP 32)**





## ARTICLE 35. SANCTIONS.

The Sports Commissioners may inflict the sanction(s) provided for in these Regulations, as well as any that they —at their sole discretion— may order in application of the ICD or other applicable Regulation(s).

In the event that the regulations need to be interpreted due to ambiguity in their wording, the college of sports commissioners will have the power of decision, having the final say in resolving the situation.

They may also act in this regard at the request of the Race Director or the Test Director.

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

- It has resulted in the interruption of any of the phases of the test, in accordance with the applicable regulations.
- Constitutes a violation of applicable regulations (Regulation(s), ICD, etc.).
- Whether he made a false start in battles or provoked the opponent's.
- Cause a collision
- He may have forced another driver to leave the track.
- Illegitimately hinder or impede any lawful maneuver by another athlete.
- Illegitimately allowed another pilot to proceed.
- Do not disobey or ignore the directions, instructions, or communications of competition officials or organizing staff.
- In general, any conduct that by action or omission threatens the good sporting order that should govern motor sport and its competitions.

It will be up to the Stewards to determine if an Incident has occurred, as well as which driver(s) are involved and whether they should be penalized.

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

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

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

Any unfair, incorrect, fraudulent or unsportsmanlike maneuver carried out by the COMPETITOR or a member of the team, may be judged by the Sports Commissioners, who may pronounce a penalty, which may include disqualification from the competition and, if they deem it appropriate, order that a report of the facts be drawn up, addressed to the Appeal and Discipline Committee of the RFEDA.

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

## APPENDIX 1 - PENALTIES / SPORTS REGULATIONS

(New penalty table adapted to the new regulation)

ARTICLE	REASON	TIME	SANCTION
<b>4.1</b>	Failure to comply with the provisions of this regulation	ALL	At the discretion of the CC. DD.
<b>5.1</b>	Lack of respect towards the officer corps	ALL	At the discretion of the CC.DD, which may lead to disqualification from the event or expulsion from the Championship.
<b>8.4</b>	Technical Infringement	ALL	Loss of points and disqualification
<b>11.1</b>	Failure to attend the Briefing	ALL	At the discretion of the CC.DD. It may even result in the person not being authorized to leave.
<b>11.1</b>	Arriving at the briefing later than the scheduled time		Loss of training time at the discretion of the CC.DD.
<b>11</b>	Perform an 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>	Repeated total loss of drift.	ALL	At the discretion of the CC.DD.
<b>11.6</b>	Not keeping the window closed or the net properly in place.	ALL	At the discretion of the CC.DD.
<b>11.6</b>	Taking any part of the body, flag or any other object out of the window during the scoring zone, acceleration or deceleration zone		At the discretion of the CC.DD., which could lead to disqualification.
<b>11.6</b>	To accelerate or not to reduce speed in training once it has been interrupted.		At the discretion of the CC.DD.
<b>11.8</b>	Not participating in phase 2 or arriving late at the scheduled time	ALL	Not authorized to participate in Phase 3 Finals.

12	Failure to pass the administrative/technical checks within the established timeframe.	ALL	At the discretion of the CC.DD./Minimum €50.
12	Failing to pass administrative/technical checks.	ALL	Unauthorized. Disqualification.
12	Do not sign the Administrative Verification control sheet.	ALL	At the discretion of the CC.DD.
12	Failure to present the vehicle for verification according to the	ALL	At the discretion of the CC.DD.

	provisions of this article.		
14	Not being accredited / locatable.	ALL	At the discretion of the CC.DD.
14	Absence of relevant pass or accreditation.	ALL	At the discretion of the CC.DD.
15	Absence of a competition number	ALL	Financial penalty (€100)
15	Absence of both competition numbers.	ALL	Disqualification
15	Absence of the pilot's name.	ALL	At the discretion of the CC.DD. Not authorized to leave.
16	Do not request permission to install an on-board camera.	ALL	At the discretion of the CC.DD.
16	Do not report in camera mounting checks.	ALL	At the discretion of the CC.DD.
20	Detection of blood alcohol level exceeding 0.10.0 mg/liter.	ALL	Disqualification of the test.
20	Any driver and/or any member of their team who behaves inappropriately, insultingly, or unprofessionally towards the championship or personally towards any member of staff, especially a judge, official, or race marshal, will be subject to the penalties mentioned below. This rule also applies to discussions or comments on the internet or on social media platforms, including on public profiles of drivers or teams.	ALL	At the discretion of the CC.DD. until the Test Disqualification / Championship
22	Absence of mandatory advertising.	ALL	Cash penalty = registration fees.
22	Failure to respect mandatory advertising placement.	ALL	Cash penalty = Half of the registration fees

23	Perform repairs outside the assigned area.	1st	Admonition
		2nd	€50.
		3rd	€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 (Contestant is responsible)	1st	€150.
		2nd	€300.
		3rd	€450.
23	Equipment status and repairs outside your assigned area.	1st	Admonition
		2nd	€50.
		3rd	€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 equipment 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	Driving at more than 30 km/h in the paddock, service area and pit lane.	1st	Admonition
		2nd	€50.
		3rd	€100.
24	Not wearing appropriate safety equipment.	Ent. Calif. Duels	Unauthorized. Disqualification.
24	Remaining on the runway without authorization.	ALL	At the discretion of the CC.DD.
24	Failure to drive with due caution in the paddock, service area and Pit Lane or driving at a speed exceeding 30 km/h.	ALL	At the discretion of the CC.DD. until the Disqualification of the Test.
24	Pushing a vehicle on a track.	ALL	At the discretion of the CC.DD.
24	Use of the track outside of the scheduled session without permission.	ALL	At the discretion of the CC.DD.
24	Not announcing intention to leave the track.	ALL	At the discretion of the CC.DD.

<b>24</b>	Sustained burnout.	ALL	Disqualification, loss of points + repair costs for damages.
<b>24</b>	Driving the vehicle in the wrong direction.	ALL	At the discretion of the CC.DD./Disqualification.
<b>24</b>	Refusing to have the vehicle pushed or towed. Disobeying instructions from the commissioners	ALL	At the discretion of the CC.DD./Minimum €50.
<b>24</b>	Leaving the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
<b>24</b>	Leaving the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
<b>24</b>	Leaving the vehicle without putting the steering wheel in neutral.	ALL	At the discretion of the CC.DD./Minimum €50.
<b>24</b>	Deliberately stopping or obstructing the normal flow of other participants.	ALL	Disqualification of the test.
<b>25</b>	Disobey flag signs.	ALL	At the discretion of the CC.DD.
<b>25.2</b>	Disregarding the yellow flag during free practice.	1st 2nd 3rd	-5 points grade -10 points grade Disqualification.

<b>25.5</b>	Disregarding the red flag.	ALL	At the discretion of the CC.DD.
<b>25.5</b>	Disregarding the red flag during free practice.	1st 2nd 3rd	-10 points grade - 20 points grade Disqualification.
<b>25.6</b>	Disrespect the black flag.	ALL	At the discretion of the CC.DD.
<b>25.6</b>	Disrespecting the black flag	ALL	At the discretion of the CC.DD./Disqualification.
<b>25.7</b>	Disrespecting the black flag with the 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 closed park.	ALL	Disqualification
<b>26</b>	Working on the car in a closed park.	ALL	Disqualification
<b>26.1</b>	Drive through Pit Lane on a different route than the fast lane	ALL	At the discretion of the CC.DD.
<b>26.1</b>	Leaving material on the fast track.	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 inner 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 pit lane exit. (free practice)	1st 2nd 3rd	Admonition -5 points Grade. -10 points Grade.
<b>26.2</b>	Cross the white line at the pit lane exit. (qualifying practice)	1st 2nd 3rd	-5 points. Grade. -10 points Grade. Disqualification.
<b>26.2</b>	Indication of intention to leave the track.	ALL	At the discretion of the CC.DD.
<b>26.3</b>	Failure to properly identify the members of the assistance team 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 the discretion of the CC.DD.
<b>26.4</b>	Exiting the pit lane with the light on red. (free practice).	1st 2nd 3rd	€50. €100. Disqualification.
<b>26.4</b>	Conducting acceleration tests endangers the physical integrity of other people within the assistance zone.	ALL	At the discretion of the CC.DD., which may lead to disqualification.

26.4	Using devices exclusively for competition, such as antilag, nitrous oxide, or water injection with methanol in the paddock	ALL	The driver will be responsible for all expenses related to its repair, in addition to being disqualified from the race.
28.1	Not attending the Podium ceremony or award ceremony <sup>s</sup> .	ALL	Loss of all the awards and trophies of the trophy.