



LEBANESE DRIFT CHAMPIONSHIP

GENERAL REGULATIONS 2018

VISA No. F1/2018: - Date 26/02/2018

Organised by

The Automobile and Touring Club of Lebanon
P.O. Box 115 - Jounieh / Lebanon
Tel.: +961-9-640220 / 640567 / 932020
Fax: +961-9-640579 / 934662
e-mail: atcl@inco.com.lb
web site: www.atcl.org

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I - PROGRAMME:

Entries Open
Entries Close
Publication of the entry List on the Official Notice board.
Administrative Checks and Scrutineering - A.T.C.L.
Publication of the List of Crews Authorised to Start.
Cars entry to the Start Zone
Compulsory Briefing
Heat 1
Heat 2
Pro Series: Top 8 (battle)
Publication of the final official results
Prize giving

The dates of the above mentioned programme will be determined in a bulletin that will be issued preceding each Drift event.

II - ORGANISATION

1 – General

- 1.1 - The Sporting Authority of the Automobile & Touring Club of Lebanon organises the 2018 Lebanese Drift Championship.
- 1.2 - This Drift will be run in compliance with the provisions of the National Sporting Code and these Supplementary Regulations.

2 - Organising Committee, Secretariat, Officials

- 2.1.a - Organising Committee
- | | |
|-----------|--|
| Chairman: | GHANEM Elias |
| Members: | ASLANIAN Hovsep
HINDI Nicolas
KARAA Kamal
KOMBOZ Nabil
SAAD Marwan
TERZIAN Daniel |

- 2.1.b - The address of the secretariat of the event is as follows:

The Automobile and Touring Club of Lebanon

Kaslik; Jounieh

National Sporting Committee

P.O. Box 115 - Jounieh / Lebanon

Tel.: +961-9-640220 / 640567 / 932020

Fax: +961-9-640579 / 934662

e-mail: atcl@inco.com.lb

web site: www.atcl.org

From Monday to Friday; from 08h00 to 16h30

3 - Definition

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course or track. Generally the line that is designated by the judges is a line that provides the highest speed and angle the car is capable of handling. The course is constituted by a combination of cones & obstacles which the competitor must address according to the instructions of the clerk of the course. It implies driving sideways in a swift manner in order to get the maximum number of points. The closer to the cones, the bigger the steering angle and the highest the vehicle speed during the drift will earn the most points.

In Drifting Battle, two cars drift in formation. Judging criteria are the same as the Solo Drifting judging criteria. The chase car should run the nearest possible to the lead car.

The criteria for judging are as follows:

A. Speed

Speed is a non-subjective criterion. Speed is used by monitoring a driver's speed at a specific part of the course. Each course may have multiple speed capturing areas, but only one area will ultimately be used in scoring.

B. Angle

The maximum drift angle at which a driver can maintain and control his/her vehicle throughout the marked course.

C. Line

The drift line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points and outer clipping zones. The exact line of each track will be dictated by the judges at each track.

D. Style (Initiation Fluidity Commitment)

Style is probably the most subjective part of the drivers' runs. Style is just what it sounds like: The drivers' overall ability to take the specific judging criteria and display it in the most personal and individual way. That is the essence of style. Aggressive flicks, closeness to walls, cones, extreme angle and extreme proximity to the lead vehicle (in case of head-to-head competitions) are examples of how personal driving style can be showcased.

4 - Officials of the Drift events

ASN Sporting Delegate: (will be announced in a bulletin preceding each race)

Clerk of the Course: (will be announced in a bulletin preceding each race)

Assistant Clerk of the Course: (will be announced in a bulletin preceding each race)

Safety Officer: (will be announced in a bulletin preceding each race)

Scrutineers: (will be announced in a bulletin preceding each race)

Judges /Stewards of the meeting:	Judge 1: TBA Judge 2: TBA Judge 3: TBA
Press Relations Officer:	Mr. BEAINO Jalal
Chief Medical Officer:	T.B.A.
Results Officer:	T.B.A.
Paramedics:	Lebanese Red Cross
Administration:	EL HAYEK Michael
Responsible of the Equipments:	Mr. BASSIL Roger

III - GENERAL CONDITIONS

5 - Eligibility

5.1.a - The Drift races that counts for the Lebanese Drift Championship are per the following – provisional calendar:

- The 1st Drift, on, 8th of April 2018.
- The 2nd Drift, on, 13th of May 2018.
- The 3rd Drift, on, 17th of June 2018.
- The 4th Drift, on, 15th of July 2018.
- The 5th Drift, on, 5th of August 2018.

5.1.b - The Drift events count for the following titles:

- The 2018 Trophy of the Lebanese Pro Drift Champion.
- The 2018 Trophy of the 2nd place in the Lebanese Pro Drift Championship.
- The 2018 Trophy of the 3rd place in the Lebanese Pro Drift Championship.
- The 2018 Trophy of the Lebanese Street Modified Drift Champion.
- The 2018 Trophy of the 2nd place in the Lebanese Street Modified Drift Championship.
- The 2018 Trophy of the 3rd place in the Lebanese Street Modified Drift Championship.
- The 2018 Trophy of the Lebanese Street Drift Champion.
- The 2018 Trophy of the 2nd place in the Lebanese Street Drift Championship.
- The 2018 Trophy of the 3rd place in the Lebanese Street Drift Championship.
- The 2018 Trophy of the Lebanese Club Drift Champion.
- The 2018 Trophy of the 2nd place in the Lebanese Club Drift Championship.
- The 2018 Trophy of the 3rd place in the Lebanese Club Drift Championship.
- The 2018 Street Drift Trophy for Ladies.
- The 2018 Street Modified Drift Trophy for Ladies.
- The 2018 Pro Drift Trophy for Ladies.

6 - Consent Entrants and drivers

Drivers must be in possession of a current driving licence and a competition licence valid for the current year.

7 - Eligible vehicles

- The participating vehicle can have the power delivered to the rear or all wheels.
- Front wheel drive vehicles are not accepted.
 - Convertibles roadsters as well as SUVs trucks pickups quads & motorcycles are not eligible.

8- Entries - Entry form

- 8.1 - Any person who wishes to participate in the 2018 Lebanese Drift Championship has to present in person the entry form to the Secretariat of the Championship at:

The Automobile and Touring Club of Lebanon

Kaslik; Jounieh

P.O. Box 115 - Jounieh / Lebanon

Tel.: +961-9-640220 / 640567 / 932020

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e-mail: atcl@inco.com.lb

web site: www.atcl.org

- 8.2 - No amendments may be made to the entry form, except in the cases provided for in the present regulations.
- 8.3 - Fraudulent and/or false information in the Entry Form will result in banning the related competitor from taking the Start of the event in concern.
- 8.4 - Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the scrutineers, be transferred by the panel of the Stewards/judges of the meeting to a different group or be refused definitively.
- 8.5 - By the very fact of signing the entry form, the competitor and/or the Driver, submit themselves to the sporting jurisdictions specified in the National Sporting Code of the current year, the prescriptions of the present Supplementary Regulations in addition to the bulletins and the decisions issued by the Organisers, the clerk of the course and/or the Stewards/judges.
- 8.6 - The organising committee reserves the right:
- a) To refuse an entry, without having to give the reasons for its decision.
 - b) To cancel the Championship if the number of the competitors is less than 10 cars.
- 8.7 - Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are prohibited.
- 8.8 - The competitor and /or driver excludes, in case of an accident, the Organisers of the Championship, the Organising Committee, the Officials, the Stewards/judges and/or the marshals of any responsibility and/or liability and pledges to renounce any complaint against them.
- 8.9 - Entries of teams:
- a) The entries made by teams should include cars and drivers whose individual entries have already been accepted.
 - b) Each team should consist of at least three (3) cars.
 - c) A crew can be registered only in a single team.

- d) The winning team will be the one that will obtain the highest number of points by adding the points of its three (3) best-classified vehicles.

8.10 - Cancellation of an event:

In case of force majeure, or for security reasons, the Organisers will not be held responsible other than the obligation of refunding the entry fees.

- 8.11 - The maximum number of entrants is limited to **60** cars. **The organising Committee reserves the right to increase the number following the entry waiting list.**

- 8.12 - The entry list will be published according to the programme **in a bulletin that will be issued preceding each event.**

9 - Entry fees

9.1 – The per event entry fees are fixed thus to:

- a) Pro Series: Two Hundred dollars (200 U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- b) Pro Series: Four hundred U.S. dollars (400 U.S. \$) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- c) Street Modified Series: One Hundred and fifty dollars (150 U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- d) Street Modified Series: Three hundred U.S. dollars (300 U.S. \$) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers
- e) Street Series: One Hundred (100 U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- f) Street Series: Two hundred U.S. dollars (200 U.S. \$) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- g) Club Series: Each club member participating in any of the street or street modified club championships will need to pay an additional Thirty U.S. dollars (30 U.S. \$) in order to participate in the club championship. (A minimum of 7 cars per club is required to have the series opened).
- h) **The Entry Fees for the Ladies Cup are free; however, each of the contenders is still obliged to pay the fees set by the ATCL for her Licence & Insurance.**

9.2 - The entry form must be accompanied by the appropriate entry fee and complete with the following information (minimum details required):

- a) The full name, nationality, address, competition licence number and driving licence number of each crew member and entrant.
- b) The characteristics of the vehicle including the group and class in which it is to be entered.

9.3 - Entry fees will be refunded in full:

- a) To candidates whose entry has not been accepted,
- b) In the case of the event would not take place.

No reimbursements will be made except for the above mentioned.

9.3 - Pro Series drivers are not permitted to drive Street and Street Modified Series cars.

10 – Insurance

- a) The entry fees include the insurance premium, which guarantees the competitor cover for civil liability towards third parties.
- b) The insurance cover will come into effect at the start of the event and will cease at the finish of it, at the moment of retirement, disqualification or **disqualification**.
- c) Damages to competing cars as well as liability of a driver towards other driver or car are not covered by the insurance provided by the organisers.
- d) If a driver taking part in the event is involved in an accident he/she must report this as soon as possible to the clerk of the course.
- e) In case of car breakdown the competitors bear the transportation and/or towing fees.

11 - Reservations, official text

- a) The organiser reserves the right to add to the Supplementary Regulations or to issue additional conditions or instructions, which will form an integral part of them. The organiser, also reserves the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.
- b) Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board.
- c) The Stewards/judges of the meeting shall decide any cases not provided for in the Supplementary Regulations.
- d) English is the official language to be used in all the documents related to the 2018 Lebanese Drift Championship. *i.e. General Regulations, bulletins, communications, decisions, ..., etc.* This language will be binding. No other interpretations shall be taken into consideration.

IV - OBLIGATIONS OF THE PARTICIPANTS

12 - Participants duties

- 12.1 - The organiser shall provide each participant with one set of two start number plates, which shall be clearly displayed on both sides of the vehicle and throughout the duration of the event.
- 12.2 - The names of the drivers with their national flags must appear either on both front wings or on the rear side windows of the car.
- Rear side windows:
The Surname of the driver with his/her national flag, in Helvetica, white colour, upper case for the first letter of the name and the remainder in lower case, to a height of 10cm. and a stroke width of 1.5cm.

- Front wings:
The Surname of the driver with his/her national flag, in Helvetica, upper case for the first letter of the name and the remainder in lower case, to a height of 6cm. and a stroke width of 0.75cm. The name letters should be in a high-visibility colour which contrasts with the predominant colour of the car.
- 12.3 - the participants can, on no account, make any modification(s) to the shape, the dimension or the contents of these sets of numbers under pain of **disqualification**. Special cases will be discussed on a case per case basis.
- 12.4 - The organiser shall be responsible for allocating the start numbers.
- 12.5 - At the end of the event, before leaving the **Holding Area** or the paddock, the competition numbers of vehicles must be removed.
- 12.6 - **One space on each Front Door of the vehicle (67cm x 17cm) situated 10cms beneath the Door Panel.**

13 - Advertising

- 13.1 - The competitors are allowed to deal directly and freely with the advertiser. Their mutual commitments should conform to the sporting codes and these Supplementary Regulations.
- 13.2 - The advertisement is authorised on the clothes of the drivers on the conditions foreseen in article **13.4, here below**.
- 13.3 - The used places for that purpose are free with the exception of those reserved for the competition numbers, the logo of the Championship as well as that of the organisers.
- 13.4 - Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
 - a) It is not likely to give offence,
 - b) It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips,
 - c) It does not interfere with the crew's vision through the windows.
 - d) ***The advertising of political, religious and/or social material is strictly forbidden.***
- 13.5 - Optional Advertising, provided by the organisers:
 - a) **10 cm. on the upper part of the windscreen.**
 - b) **One space on each Front Door of the vehicle (67cm x 17cm) situated 10cms beneath the Door Panel.**

14 - Track behaviour, flag signals

- 14.1 - It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the marshals or the clerk of the course. Any breach of this regulation shall result in **disqualification**.
- 14.2 - If a driver is obliged to stop his heat due to a mechanical failure or other problems, must immediately park his vehicle away from the track and leave it, and abide by the instructions given by the track marshals.

14.3 - The following flag signals can and/or may be used during practice and the race, and must be strictly observed:

- a) Start flag National flag
- b) Red flag Stop immediately and definitively.
- c) Blue flag Cone hit

Flags will be used in the posts of surveillance by the track officials and can be presented steady or agitated.

The fact of presenting an agitated flag stresses the meaning related to the flag given.

V - RUNNING OF THE EVENT

15 – General

All Classes: All the cars will participate in the first 2 runs and be judged on their driving ONLY. Speed, angle, line and style will each constitute 25 points of the 100 that can be given by any one judge.

Car looks will be set as an extra 20 points that will top out the 300 points of the 3 judges.

These 2 independent runs will be considered as Qualifying for Tandem in the case of PRO series;

15.1.a) Street Series and Street Modified Series:

The Drift events shall be run over Two (2) independent heats. **NO THIRD HEAT nor TANDEM.**

The General Classification of the event will be according to the scores given by the judges. The best score between heat 1 & heat 2 will be retained for each driver. The overall ranking will be determined accordingly with the highest score taking first position, the second highest being second overall and so on. Each driver will run on the track ALONE. **There will be no BATTLE.**

15.1.b) PRO Series:

At the end of the 2 heats, considered in this case as qualifying runs, the top 8 drivers will be eligible for Tandem Battle.

The drivers will go up against one another over 2 runs **graded** by the judges. This permits successive eliminations leading up to the final victory, which will determine the winner.

The drivers will compete in the following order: 1st against 8th, 2nd against 7th and so on.

The runs will be held as follows:

- 1 run as “Leader”: in this position, the driver must prove that he can distance, or at least keep the same distance as his “Chase” adversary. He must do whilst maintaining control over his slide.
- 1 run as “Chase”: the driver must prove that he can reproduce the leader’s run, thus remaining as close as possible to him while maintaining angle, line and style.

The battles are scored by splitting total points between the two adversaries in accordance with the superiority of one over the other.

In the case of a tie, for example 60%/40% in the first marked run and 40%/60% in the second, the judges will order the round of battles to be re-run (“One more time”). A maximum of 3 “One more times” may be held.

The driver that will not be eliminated is the driver that scored the most points during the battle.

The General Classification of the event will be according to the scores given by the judges. For the top 8 positions, the driver that has eliminated all his opponents will be declared the Winner of the event. The second place will go to the loser of the final head to head.

3rd and 4th position will be determined by a mini-finale head to head. The rest of the participants’ (position 5 and so on) overall ranking will be determined according to the highest qualifying score taking Fifth position, the second highest being Sixth overall and so on.

15.2 - The clerk of the course based on the decision of the Stewards/judges of the meeting may authorise the drivers whom are stopped on the course due to unknown problems to take another start. No objection and/or protest will be admitted regarding this subject. All drivers during the heats should abide by the regulations indicated and the decisions taken by the clerk of the course. Any breach of the rules reported to the clerk of the course and upon the decision of the Stewards/judges of the meeting could result in the competitor being excluded from the event.

15.3 - A general briefing will be held as previously scheduled in bulletins. The presence of all drivers is compulsory. During the briefing the competitors will receive the latest instructions concerning the event.

15.4 - Illegal assistance on the track is **PROHIBITED**.

15.5 - Vehicles, which have been broken down along the course, may only be towed away by order of the clerk of the course.

15.6 - Each competitor should finish his heat within 3mn, otherwise he/she is disqualified / excluded from the race.

16 - Arraying of the start line

16.1 - The drivers and their vehicles should be present in the **Holding Area** one hour before the start of the event and to be at the disposal of the clerk of the course. The drivers will be held responsible for possible disregards of any announced changes in the schedule, which could be decided before the start.

16.2 – Before each heat, the drivers and their vehicles should be present in their starting order before ten (10) minutes of their individual starting time. Any breach of this rule will result in the competitor being excluded from the event by the Stewards/judges.

17 - Start, finish, service

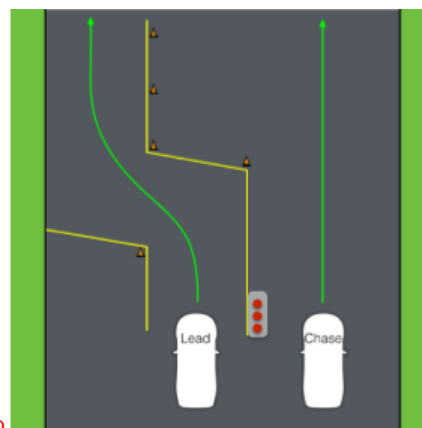
- 17.1 - The start will take place individually for each driver with the vehicle stationary and the engine running. The minimal interval between the starts will depend on the length the course.
- 17.2 - The clerk of the course is free to modify the starting order at his own discretion.
- 17.3 - Any refusal or delay in starting of more than 20 seconds shall result in **disqualification** from the whole race.
- 17.4 - The heat ends when the vehicle finishes the required routine. As soon as this is done, the vehicle must reduce speed drastically.
- 17.5 - The vehicle, after exiting the track, must regain the holding area at a pace **NOT EXCEEDING 10Km/h (ten kilometres per hour)**. **Competitors reporting late to the Holding Area will be reported to the Stewards/judges who may impose a penalty up to disqualification.**
- 17.6 - It is forbidden to rev the engines and cause disturbance to the general population. Any violation to this article will be reported to the Stewards/judges who may impose a penalty up to **disqualification**.

18 - The race

18.1 - Start Line Procedure

The start will be given by a Start light activated by one of the officials on the course. In the absence of that light, the official will himself give the start by a hand or flag signal. During both Qualifying and Tandem, there may be a Chicane intended to slow the lead driver's pace in order to allow the chase driver to maintain proximity down the straight away leading to initiation.

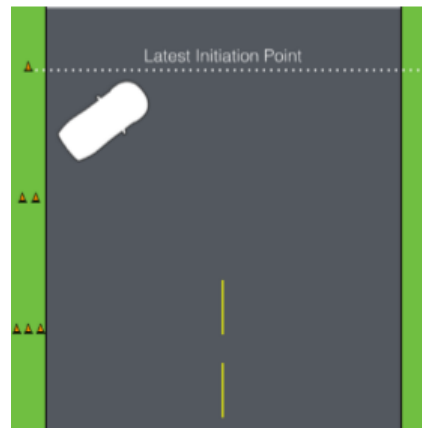
The chicane will be delimited with cones. If the lead driver hits the cones by mistake there will be a rerun. If he hits them again, there will be another rerun. If the cones are hit a third time, the lead driver will get an automatic INCOMPLETE.



Source Formula D

18.2 – Initiation:

During both Qualifying and Tandem, the vehicle must be sideways as it passes the designated track point signaling the start of the starting reference used by the judges to begin their judging.



Source Formula D

18.3 - Clipping, Course Markers, trap speed, drift sections and Battles:

Cones or other similar marking will designate all clipping zones.

Course markers (cones) that are laid out to designate the outer lines of the course are not to be hit by vehicles at any time in competition. Trap speed will be measured on a chosen section of the track. The average speed for all competitors on the first heat will be taken as a benchmark and the points will be set in order to give the highest points for competitors in the upper range of Km/h while the slower competitors will receive lower points. The grid of points will be set at the end of the first heat.

Hitting the course markers (cones) is considered going off course and a deduction of 10 points will be awarded. The clerk of the course will specify in the drivers meeting how they will treat each specific track.

A major over steer results from an error of driving, an automatic deduction of 20 points **per judge** will be given.

A spin out will result in an automatic Zero on the run.

Going in the wrong direction in any section or part of the course will automatically result in **a zero on the run**.

Disqualification can occur in case the driver continues his run without correcting immediately his error and keeps on driving in the wrong direction. **If corrected, he can nonetheless continue driving till the end of the course but will be awarded no points.**

19 - Judges pointing system: The coefficients

Judge 1, Judge 2, Judge 3 each:	100 points
Line:	25 points
Angle:	25 points
Style / Impact:	25 points
Speed Judge:	15 points
Speed radar:	10 points

Car looks / Scrutineering Points	20 points
Engine clean & Tidy	2 points
Engine Modifications and colors	2 points
Car design quality & finishing	2 points
Team Appearance	2 points
Wide Body Kit	2 points
Homologated Fuel Cell	5 points
Automatic Extinguisher	5 points

19.1- Qualifying Heats: The judging criteria for qualifying are:

Line: filling the line at the highest angle of drift will be rewarded by the higher scores. Going offline means deduction of points. It is worth mentioning that the line taken during the qualifying is the same line that will be used in Tandem hence it is the ideal trajectory to have the maximum speed, angle and smoothness.

Angle: the higher the drift angle, the higher the scores. Straightening will cause deductions of points.

Speed: the higher the speed, the higher the points. That section is divided into 2 parts:

- a- The speed gun : it will determine part of the score by comparing the driver's speed on a particular section versus that of the rest
- b- Judges' points : based on the overall speed during the full run

Style / impact: it can be split into 3:

Initiation

- Early – Initiation cones will be used for reference
- Rate to angle - Quickly getting to the desired angle
- Smooth - Reductions in angle and corrections

Fluidity

- Smooth rotation during transition
- Lock to lock angle - High degree of angle to high degree of angle
- Car is settled and flows through the course smoothly

Commitment

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

Deduction examples:

- Double initiation
- Tire off course
- Missing zones and clips
- Straightening
- Off line
- Lack of Angle

Any of these mistakes will result in a ZERO/incomplete: Spin out; opposite drift; any part of the car opening during the run.

19.2 - Tandem judging criteria:

Judges will watch both runs before choosing a winner. They will compare both lead runs and both chase runs and then determine which driver was the better overall driver. If judges are unable to find a clear winner, a One More Time (OMT) is called.

Lead Driver objectives: give the chase driver a reasonable opportunity to chase and mimic with good proximity.

- Drive on the same qualifying line
- Run a chaseable lead run
- Follow the accel/decel map

Chase Driver objectives: mimic the lead driver's line, angle, transition points and style while maintaining good proximity.

- Initiate at same point as lead
- Keep as close to lead for as long as possible
- Match or better the lead's angle
- Reproduce the lead's transition and line throughout the course. (Till finish line)

Tandem mistakes resulting in Zero points:

- 1- Contact with the other car that is on purpose, or is considered avoidable or unsportsmanlike.
- 2- Being passed legally by the chase driver
- 3- Spinning out
- 4 -Performing an illegal pass
- 5- Opposite drift

Tandem judging examples

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead : Filled all zones, good angle, missed clip 2	
DRIVER B	Chase : Mid proximity, ran lower line outside zone 1, good on outside zone 2	

Judge notes after Run 1

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead : Filled all zones, good angle, missed clip 2	Chase: Great Proximity, aggressive
DRIVER B	Chase : Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Judge notes after Run 2

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead : Filled all zones, good angle, missed clip 2	Chase: Great Proximity, aggressive
DRIVER B	Chase : Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Decision after a completed Battle

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead : Filled all zones, good angle, missed clip 2	Chase: Spin - ZERO
DRIVER B	Chase : Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Spin - ZERO

2 unrelated INCOMPLETEs in second run makes it a tie.
Judges will rely and run 1 to establish the winner.

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead : Filled all zones, good angle, missed clip 2	Chase: Spin - ZERO-
DRIVER B	Chase : Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Driver A INCOMPLETE in run 2.
Driver B is given the win because of the mistake from the INCOMPLETE list of driver A during run 1.

DRIVER NAME	RUN 1	RUN 2
DRIVER A		Chase: Spin - ZERO
DRIVER B	Chase: Spin - ZERO	

Driver A chase run INCOMPLETE. Driver B chase run INCOMPLETE.
Judges will rely on Lead runs of both drivers to determine the winner.

DRIVER NAME	RUN 1	RUN 2
DRIVER A	Lead: Zero from the zero list	Chase: no chase required after the lead's Zero
DRIVER B	Chase: no chase required after the lead's Zero	Lead: Zero from the zero list

Driver A Lead run INCOMPLETE. Driver B Lead run INCOMPLETE. No available chase run as both lead runs failed.

Judges decide on a One More Time.

19.3 - What is the use of the Accel/Decel map

This map will be either drawn or exposed verbally during the drivers briefing. It will specify the sections of the course where lead drivers are expected to be on the throttle and the ones where they are supposed to be decelerating.

Lead drivers will be subject to point deduction if they do not comply with this map.

The map will be used to determine fault in tandem collisions.

19.4 - How to Pass

ALL 4 of these conditions should be met:

1. The lead driver is offline or completely off course
2. The chase driver can ONLY make a pass on an inside clipping point.
3. The chase driver can ONLY make a pass on the inside of the lead driver.
4. The chase driver becomes the lead driver once the chase car has fully surpassed the lead vehicle.

If the pass has been done properly, the new Lead driver must complete the run according to the judging criteria. Once the run was completed, the vehicle that was passed will receive an INCOMPLETE / Zero.

20 – Vehicle service during tandem

If a vehicle is broken or unable to pull to the line for the battle, the remaining vehicle must make a Bye Run to be able to move on in the competition. The Bye Run is a non-judged qualifying lap to prove the mechanical condition of the vehicle is ready for competition.

In the event of a tire debanding on course, the vehicle will not be allowed to leave the starting line with a currently debanded or previously debanded tire

Rear Tires are required to make two consecutive runs. In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, cool-down, etc.

21 - Competition Timeout

Since Tires are required to make 2 consecutive runs, a competition Timeout can ONLY be used if a One More Time has been given during a battle. Every driver has only 1 competition timeout per competition. Only the driver requesting the competition timeout can benefit from the allocated time to work on his car. His opponent will remain on a safe area on the course waiting for the battle to restart.

Competition Timeout's are not to be used for strategic purposes. Only the designated team representative will be allowed to request the Competition Timeout, and it must be made through the CRO. Only the Clerk of the course may grant a Competition Timeout. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of Ten (10) minutes and are to be administered by the Clerk of the course.

Competition Timeout repairs must be completed in the holding area.

22- Tandem collisions and contact

Contact between 2 vehicles is recognized as part of the sport. Rules have been set to provide guidelines in case of head-to-head collisions.

Lead vehicle:

It can be deemed at fault when chase driver hits the lead car if any of the below happens. Each judge will ascertain fault.

- Lead vehicle loses drift
- Lead vehicle goes off line
- Lead vehicle unnecessarily reduces speed too drastically.

Chase vehicle:

In any case where the “Lead vehicle” driver was fulfilling his driving goals, the “Chase vehicle” driver will be deemed at fault if collision occurs.

Repairs and damages:

Upon collision, judges will ascertain faults.

If damages sustained to vehicles require time to be repaired, both vehicles have exactly 15 min to repair.

22.1 - Run 1 Collisions

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

If the case above occurs in the final battle, the Lebanese Drift Championship clerk reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 10 minutes for repairs.

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

22.2 - Run 2 Collisions

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

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

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the clerk of the course may request that the scrutineer inspect both vehicles for safety reasons and decide to make a call as to whether or not to mend the damaged vehicle(s), in order to ensure the safety of each driver.

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

VI - ADMINISTRATIVE CHECKS AND SCRUTINEERING

23 - Checks

All competitors and drivers taking part in the Drift must report for administrative checks in person with their cars in their precise scheduled time as shown on the list displayed on the notice board.

24 - Administrative checks:

The administrative checks will consist of checking the following:

- a) Control of the registration and the characteristic data of the car (brand, model, category, group, engine capacity, etc...).
- b) Control of the competitors' driving licences, competition licences, its validity for the current year, car and medical insurance, etc. for both local and foreign.
- c) Foreign participants must also present written authorization from their ASN if this was not enclosed with their entry.
- d) Not following administrative checks schedule will result in U.S. \$ **10.00** for each minute and/or a fraction of a minute, up to 15 minutes of late arrival. Exceeding 15 minutes may result in **disqualification**.

Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering in accordance with the published timetable as shown on the official notice board.

25 - Scrutineering:

Vehicles must be presented to the scrutineering not towed and/or transported with engine running. The following should be observed:

- a) Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.
- b) Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as **disqualification**, at the Stewards/judges' discretion. (ref. Art 26 hereafter)
- c) The Stewards/judges may decide to allow the vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure.

VII – HOLDING AREA, FINAL CHECKS

26 - Holding area

26.1 - At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

26.2 - At the end of the event, all vehicles shall remain in the **Holding Area** until indication to the contrary is given by the **Clerk of the course**.

27 - Vehicle checks

- 27.1 - All vehicles may be checked by the scrutineers at any time during the event, however, the scrutineers have the right to check any vehicle which was involved in an accident. Vehicles recognized in a deficient or dangerous state will be prohibited to take the start.
- 27.2 - At the request of the Stewards/judges, a vehicle may be impounded after the finish and subjected to complete and detailed scrutineering.
- 27.3 - Competitors that do not act in accordance with these measures will be subject to **disqualification** from the event.

VIII – CLASSIFICATIONS, PROTESTS AND APPEALS

28 - Classifications

- 28.1 - The results will be published after the last competing car finishes its heat.
- 28.2 - The best heat for each driver will be picked and the driver with the highest number of points achieved will be declared winner. Nevertheless, the second will be the one that will have a number of points inferior to the first but higher than that of the 3rd, etc.

29 - Protests and appeals

THE RIGHT TO PROTEST IN ADDITION TO APPEALS ARE NOT APPLICABLE IN DRIFT EVENTS.

IX – PENALTIES, PRIZES AND CUPS

30 - List of prizes and cups

Prizes are awarded to the winners of each series; a minimum of three cars per series starting the event is required.

Trophies: Pro Series Trophy
Street Trophy
Ladies Trophy

Pro Series

- | | |
|---------------------------|----------|
| a) General Classification | |
| First: | 1 Trophy |
| Second: | 1 Trophy |
| Third: | 1 Trophy |
| b) First place ladies cup | 1 Trophy |

Street Modified Series

- a) **General Classification**
 - First: 1 Trophy
 - Second: 1 Trophy
 - Third: 1 Trophy
- b) **First place ladies cup** 1 Trophy

Street Series

- a) **General Classification**
 - First: 1 Trophy
 - Second: 1 Trophy
 - Third: 1 Trophy
- b) **First place ladies cup** 1 Trophy

Club Series

- a) **General Classification**
 - First: 1 Trophy
 - Second: 1 Trophy
 - Third: 1 Trophy
- b) **First place ladies cup** 1 Trophy

31 – Dead Heat in a Championship

For drawing up the final classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be:

31.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship, counting only those rallies which have served to make up their points total;

31.2 According to the greater number of highest places achieved in the final classifications on their respective Championship, counting only those rallies in which each of the drivers and co-drivers concerned have taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.

31.3 In the event of a further tie, the ASN itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

32 – Penalties

Type of Infringement	Penalty
Replacing of a driver in case of retirement	Disqualification.
False information in the entry form.	Disqualification.
Practice on track without permission	Disqualification.
More than 3 penalties in one heat	Up to disqualification.
Not attending Pre-event scrutineering	10 points penalty.
Not following administrative checks and/or scrutineering Times schedule	U.S. \$ 10.00 for each minute and/or a fraction of a minute, up to 15 minutes. Exceeding 15 minutes may result in disqualification .
Not following marshals directives or flag signals	Disqualification.
Not wearing the proper clothing during event.	Disqualification.
Late in arriving at Holding Area during the event	U.S. \$ 10.00 for each minute up to 15 minutes. Exceeding 15 minutes will result in disqualification .
Displacing or touching of a cone or any type of barrier on the track	10 points penalty per cone
Displacing or touching of cones agglomerated together	10 points penalty
Not ready to Start within 20 seconds from Start order	10 points penalty
Not ready to Start after 60 seconds from Start order	Disqualification
Leaving the Holding Area without authorization.	Disqualification
Non-sportsmanship behavior with any event Official	Immediate disqualification .
Competitor entering Race Control area at any time without permission	20 points penalty for all heats.
Infringement of any Regulations not stated above	A penalty, which may go as far as disqualification .
Absence of any of the seats in street modified	20 points penalty for all heats.*
Wrong exhaust position	20 points penalty for all heats.*
Absence of Rear Bumper	20 points penalty for all heats.*

***Maximum cumulative technical penalties : 50 points for all heats**

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