



# ***LEBANESE DRIFT CHAMPIONSHIP***

## ***GENERAL REGULATIONS 2023***

**VISA No. F1/2023: - Date 02/06/2023**

### **Organised by**

The Automobile and Touring Club of Lebanon

P.O. Box 115 - Jounieh / Lebanon

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Fax: +961-9-640579 / 934662 e-mail:

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Facebook: [ATCL Motorsports](https://www.facebook.com/ATCLMotorsports)

## 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** 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 2023 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: | El Hayek Marc  |
| Members:  | Bachir Sleit<br>Hindi Nicolas<br><br>Aslanian Hovsep<br>Zacca Said |

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

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](mailto:atcl@inco.com.lb) web site: [www.atcl.org](http://www.atcl.org)  
Facebook: [ATCL Motorsports](https://www.facebook.com/ATCLMotorsports)  
**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:

Paramedics: Lebanese Red Cross

Administration: Abou Kheir Marc

Responsible of the Equipments: Mr. KOSSAIFI Joseph

### **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 1<sup>st</sup> Drift, on the 16<sup>th</sup> of July 2023.
- The 2<sup>nd</sup> Drift, on the 27<sup>th</sup> of August 2023.
- The 3<sup>rd</sup> Drift, on the 24<sup>th</sup> of September 2023.

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

- The 2023 Trophy of the Lebanese Pro Drift Champion.
- The 2023 Trophy of the 2<sup>nd</sup> place in the Lebanese Pro Drift Championship.
- The 2023 Trophy of the 3<sup>rd</sup> place in the Lebanese Pro Drift Championship.
- The 2023 Trophy of the Lebanese Street Hybrid Drift Champion.
- The 2023 Trophy of the 2<sup>nd</sup> place in the Lebanese Street Hybrid Drift Championship.
- The 2023 Trophy of the 3<sup>rd</sup> place in the Lebanese Street Hybrid Drift Championship.
- The 2023 Trophy of the Lebanese Street Modified Drift Champion.
- The 2023 Trophy of the 2<sup>nd</sup> place in the Lebanese Street Modified Drift Championship.
- The 2023 Trophy of the 3<sup>rd</sup> place in the Lebanese Street Modified Drift Championship.
- The 2023 Trophy of the Lebanese Street Drift Champion.
- The 2023 Trophy of the 2<sup>nd</sup> place in the Lebanese Street Drift Championship.
- The 2023 Trophy of the 3<sup>rd</sup> place in the Lebanese Street Drift Championship.
- The 2023 Trophy of the Lebanese Club Drift Champion.
- The 2023 Trophy of the 2<sup>nd</sup> place in the Lebanese Club Drift Championship.
- The 2023 Trophy of the 3<sup>rd</sup> place in the Lebanese Club Drift Championship.
- The 2023 Street Drift Trophy for Ladies.
- The 2023 Street Modified Drift Trophy for Ladies.
- The 2023 Pro Drift Trophy for Ladies.

#### **6 - Consent Entrants and drivers**

Drivers must be in possession of a current driving license for competitors having 18 years of age and above, and a competition license 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 and UTV's are not eligible.
- The use of nitro (Nos) is not accepted

## 8- Entries - Entry form

- 8.1 - Any person who wishes to participate in the 2023 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  
P.O. Box 115 - Jounieh / Lebanon  
Tel.: +961-9-640220 / 640567 / 932020  
Fax: +961-9-640579 / 934662 e-mail:  
[atcl@inco.com.lb](mailto:atcl@inco.com.lb) web site: [www.atcl.org](http://www.atcl.org)  
Facebook: [ATCL Motorsports](https://www.facebook.com/ATCLMotorsports)

- 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: (\$75) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- b) Pro Series: (\$150) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- c) Street Hybrid Series: (\$75) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- d) Street Hybrid Series: (\$150) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- e) Street Modified Series: (\$50) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- f) Street Modified Series: (\$100) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- g) Street Series: (\$50) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- h) Street Series: (\$100) for the competitor, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.
- i) Club Series: Each club member participating in any of the street or street modified club championships will need to pay an additional (\$25) in order to participate in the club championship. (A minimum of 7 cars per club is required to have the series opened).

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 license number and driving license 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.**

9.4. a) New comers to the Pro Series and participants in the last 3 years as Pro drivers are not permitted to drive Street and Street Modified Series cars

nor compete in the Hybrid class.

- b) Pro Series drivers are not permitted to drive Street and Street Modified Series cars in the same event.

## 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 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 2023 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 organizer 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 and the roof top 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:

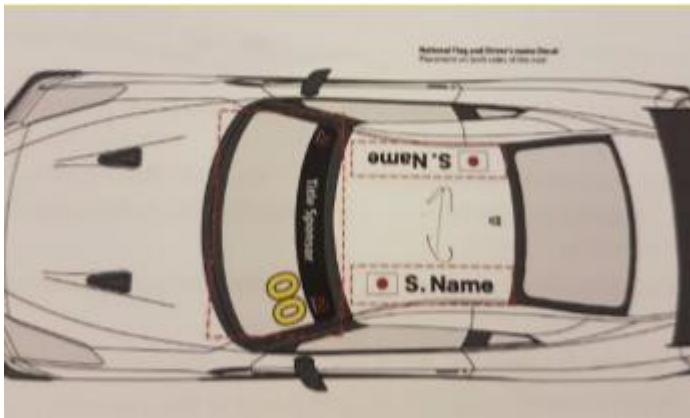
The Surname of the driver with his/her national flag, in Helvetica, upper case for the first



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.

- Roof Top:

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 15cm. and a stroke width of 2cm. 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 Parc Fermé 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:

- It is not likely to give offence,
- It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips,
- 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, Speed, angle, line and style will each form a part of the 100 points that can be given by any judge.

Car Scrutineering points will be set as an extra 5 points that will top out the 300 points of the 3 judges for PRO series.

No scrutineering points or car look points will be allocated to the Street, Street Modified Series, and hybrid series.

15.1.a) Street Series, Street Modified Series and Hybrid 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 qualified for the third run.

- 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 Parc Fermé 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 parc Fermé at a pace **NOT EXCEEDING 10Km/h (ten kilometres per hour)**. Competitors reporting late to the Parc Fermé 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.

### **18.2 - Clipping, Course Markers, trap speed, drift sections:**

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 oversteer results from an error of driving, an automatic deduction of 20 points per judge will be given on Style/Impact.

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
Speed in a specified zone	10 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 (-3) points per judge on style
- One Tyre off course without hitting a cone will be considered same as hitting 1 cone, (-10) points
- Missing zones and clips (-10) points on line PER JUDGE per missed zone or clip Off line
- Lack of Angle

The mistakes below will lead to a score of zero points in qualification:

- Spinning out.
- Opposite drift.
- Any part of the car opening during the run.
- Hitting more than 2 cones consecutively in two sections of the track.
- Straightening or loss of drift, or understeer in two sections of the track
- Hitting more than 2 cones consecutively in one section of the track and then straightening or losing drift or understeering in the other section of the track

The mistakes stated below will lead to the total score of the qualification run to be halved (one **ONLY** of the below happening in one section of the track)

- Hitting more than 2 cones.
- Straightening or loss of drift, or understeer

## **VI – CLASSIFICATIONS, PROTESTS AND APPEALS**

### **20 - Classifications**

20.1 - the results will be published after the last competing car finishes its heat.

### **21 - Protests and appeals**

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