



# Drift UAE CHAMPIONSHIP

## 2014 – 2015 Rules & Regulations

### **Chapter 1:**

#### **1. Event Title and Dates**

- 1.1. Drift UAE Championship is a judged, non-speed driving skill contest held on short courses that emphasize on car handling and agility rather than speed or power. Drifting is an art form enabled by the talent of the drivers to control a vehicle through corners at speed and angles that exceeds the vehicles ability to adhere to the roadway
- 1.2. The Event title shall be known as Drift UAE Championship, to be held as 4 round challenge across the UAE in later defined locations.

#### **2. Organisation and status**

- 2.1. The challenge shall be held under the international sporting code of the federation international de l'Automobile (FIA)
- 2.2. The Event will be a national drift championship consisting of Single and Twin car drift competition, the action of driving in the vehicle in a series of controlled slides through pre-determined Circuit, maintain a standard of control which is judged against preset criteria.
- 2.3. Drift UAE Championship rules and regulations formulated according to the aforementioned rules and regulations set by Motorsport Solutions, the sole authority of Drift UAE championship.

#### **3. Administration and Event Staff**

##### **3.1. Promoter, organiser and owner**

- 3.1.1. MotorSport Solutions. Attn: Mohammad Alfalasi, Address: Rak Building, Alnahda road, Dubai, UAE. Tel: +97142577722, fax: +97142577712, website: [www.motorsportsolutions.ae](http://www.motorsportsolutions.ae) email: [malfalasi@motorsportsolutions.ae](mailto:malfalasi@motorsportsolutions.ae)

##### **3.2. National Sporting authority**

- 3.2.1. Emirates Motorsport Federation, Algarhoud, Dubai, UAE, Tel: +9714282711, Fax: +97142827555. Website: [www.emsf.ae](http://www.emsf.ae) email: [emsf@eim.ae](mailto:emsf@eim.ae)

### **3.3. Drift UAE Competition Director - David Egan**

3.3.1. Rak Building, Alnahda road, Dubai, UAE. Tel : 0566529307, website: [www.motorsportsolutions.ae](http://www.motorsportsolutions.ae) email: D.egan@fandangoworldwide.com

3.4.

## **4. Competition officials, Duties and Authorities**

### **4.1. Competition Director**

- 4.1.1. While working to ensure equity and safety, the Competition Director shall be the executive responsible for the general conduct of all aspects of the competition. At the same time, the Competition Director shall submit proposals to the judging panel.
- 4.1.2. The Competition Director has the authority to request competition officials to submit all relevant information and reports. This is consistent with the Director's responsibility to provide judging panels with all necessary information.
- 4.1.3. The Competition Director must at all times maintain radio contact with competition officials during each competition.
- 4.1.4. The Competition Director shall determine the outcome for each competitor in the event of time limit expiration as well as behaviour that breaches competition rules and regulations. The Competition Director shall also report to the judging panel and oversee the starting order.

### **4.2. Competition Steward**

- 4.2.1. The Competition steward is assigned the task of ensuring that each competition is run at an appropriate and smooth pace taking into consideration the needs of spectators.
- 4.2.2. The Competition steward shall play the leading role in ensuring that the competition is run in a timely fashion till the end, the Competition steward must be in direct communication with the track announcer at all times while at the same time sharing with all related parties information relating to the next competitor.
- 4.2.3. The Competition steward must at all times be in the position to ascertain information relating to the Competition Director, competition officials and the judging panel through uninterrupted radio contact.

### **4.3. Competition Secretary**

- 4.3.1. The Competition Secretary is responsible for the overall management of each competition and the issue of all related documentation.
- 4.3.2. The Competition Secretary shall check and confirm that all preparations have been made to ensure that each competition is conducted in a smooth and problem-free manner. The Competition Secretary shall also attend to all necessary adjustments and modifications during the running of each competition.

### **4.4. Chief Scrutineer**

- 4.4.1. The chief Scrutineer shall oversee the screening of participating competition vehicles in accordance with the rules and regulations. On this basis, the Technical

Manager shall determine whether vehicles conform to the aforementioned rules and regulations reporting to the Competition Director as appropriate.

- 4.4.2. With respect to participating competition vehicles, and from an overall safety perspective, the chief scrutineer may request competing teams to complete necessary vehicle improvements.
- 4.4.3. Following an accident or related incident, the chief scrutineer shall screen damaged vehicles and present to the Competition Director his or her opinion as to whether the vehicle should be allowed or not to continue to compete.
- 4.4.4. The chief scrutineer shall guide and instruct participating competition teams in all safety requirements relating to the conduct of vehicle maintenance within pit and paddock areas.

#### **4.5. Judges**

- 4.5.1. A judging panel made up of a number of judges shall be established. A panel chairperson shall be selected from among panel members
- 4.5.2. Additional judges may be selected and positioned at select blind spots around the course to assist in the judging of competing vehicles.
- 4.5.3. The judging panel shall assign scores and points to competing vehicles in accordance with (Judging Criteria).
- 4.5.4. Prior to each preliminary round, judges must conduct driver briefings to identify and explain details of each specific course run and layout using the appropriate track map.
- 4.5.5. The judging panel shall determine any breach of rules and regulations as well as impose penalties in accordance with the 2013-2014 Drift UAE Code and Regulations and format
- 4.5.6. During each competition, the judging panel shall hold decision-making authority with regard to matters outside the scope of the Rule Book as well as changes to competition extraordinary rules and regulations.

#### **4.6. Starter**

- 4.6.1. The Starter shall oversee the start of all competition vehicles during each competition. On the understanding that track safety shall remain the first and foremost priority, and taking into consideration the status of judging activities, course conditions and driver preparations, the Starter shall ensure the equitable, smooth and timely start of as many competition vehicles as possible. At the same time, the Starter shall inform the Competition Director of any behaviour by drivers when in their starting positions that contravenes competition rules and regulations. Furthermore, the Starter shall measure the time available to each driver competing under the Twin format for preparation and maintenance and relay this information to the Competition Director.

#### **4.7. PR manager**

- 4.7.1. The Public Relations Manager shall oversee all external communications relating to each competition, issue all external documentation and supervise press conferences.
- 4.7.2. The Public Relations Manager shall serve as the point of contact for all external

media, attend to the issue of media accreditation and supervise interaction with media personnel during each competition.

## **Chapter 2 : General Rules for Drift UAE Championship**

Code of conduct Applicable to parties engaged with Drift UAE Activities

### **1. All Parties engaged with Drift UAE activities must comply with the code of conduct outlined below**

#### **2. Conduct relating to paddock and pits**

- 2.1. Drivers, team members, organizers and related parties shall treat fans with the utmost respect. Every effort should be made to interact with fans and the media in a friendly and courteous manner.
- 2.2. In addressing fans and related individuals, drivers, team members, organizers and related parties shall refrain from the use of intemperate language as well as ill intended, malicious behaviour and conduct.
- 2.3. The movement of vehicles within paddock areas will be at a speed that ensures the safety of all concerned
- 2.4. Every effort must be made to ensure fire safety when undertaking maintenance in pit and paddock areas. Pit and paddock areas must be free of parts, liquid and other litter.
- 2.5. Fuelling and the starting of engines are strictly prohibited in pit and paddock areas during pit walk periods.
- 2.6. Smoking is permitted in designated areas and inside non-competition vehicles only
- 2.7. The consumption of alcohol, sleep-inducing agents, narcotics and drugs other than for medicinal purposes is strictly prohibited.

#### **3. Course code of Conduct**

- 3.1. The entry by individuals and vehicles into course areas will at all times be subject to the authorization and instruction of course and competition officials
- 3.2. Drivers shall refrain from all conduct and behaviour that is deemed unnecessary when driving within course areas

## **Chapter 3: Competition Format:**

# 1. Course rules:

## 1.1 Flags

**1.1.1** When shown a yellow flag, drivers must resume a grip status and reduce their speed accordingly

**1.1.2** When shown a red flag, drivers must reduce their speed in preparation of an immediate stop. After confirming the safety of their immediate surrounds, drivers shall stop at the designated area. Drivers shall follow and adhere to course official instructions at all times

## 1.2 Oil / Fluids Spillage

In the event oil or other liquid spill while driving on the track, drivers shall immediately veer away from the driving line, stop their vehicles at a safe area and follow all course official instructions

## 1.3 Recovery

**1.3.1** A recovery vehicle is present at all events; the track marshal will call for the recovery vehicle in the event of an incident.

**1.3.2** In the event of a mechanical failure, the driver has until the recovery vehicle arrives to affect a repair.

**1.3.3** In the event of a collision the recovery vehicle will remove the vehicle back to the paddock.

**1.3.4** In the event of a vehicle getting stuck in a gravel trap, do not dig the vehicle in deeper by attempting to get out and once back on the track, please drive slowly off line back to the paddock to clear away all gravel.

**1.3.5** Tow Hooks must be clearly visible and marked in each competing to help expedite the recovery process and reduce damages to the competing car.

## 1.4 Startline

**1.4.1** All competitors must obey the start line marshal, failure to do so can result in penalties or exclusion from the event.

**1.4.2** No competitor is to enter the course without being given the go ahead by the start line marshal.

**1.4.3** Before entering the course the competitor must ensure they have securely buckled their harness and helmet and that their driver's window is in the closed position.

## 1.5 Scoring Zone

The judges will indicate on a drawing of the course where the scoring zone starts and finishes any incidents outside the scoring zone will not affect the drivers score.

## 1.6 Throttle off line

This line is usually a couple of meters after the end of the scoring zone and all competitors must lift off the throttle and coast back to the finish line. The area

between the throttle off line and the finish line is deemed a safety zone any infringements in this area will result in exclusion.

### 1.7 Finish Line

All competitors finishing their run must observe the finish line marshal and be prepared to stop if requested by him.

## 2 Judging:

**2.1** 2013-2014 Drift UAE championship are proud to announce that all judging criteria and training will be under the guidance of FIDA (Federation International L'Drift Association).

### 2.2 Qualification & selection of Judges

Judges for each round of the challenge will be recruited and approved by the competition director, from the certified judging panel of Drift UAE.

### 2.3 Judging criteria

The criteria for judging are as follows:

1. **Line**
2. **Speed**
3. **Angle**
4. **Impact**

**Line:** The race line is the ideal path a driver should take on course. A driver's score will be affected dramatically for not following the race line. Additionally, the race line will consist of Initiation Zone, Inner Clipping zones, Outer clipping zones and transition zones.

**Initiation Zone** is the zone in the course where the judges set, to start drifting.

**Inner clipping Zones** are points on the course where driver's score will be determined by how close the nose of the vehicle's front bumper clears the zone.

**Outer Clipping Zones** are points on the course where driver's score will be determined by how close the corner of the vehicle's rear bumper clears the zone

**Transition zones** are points on track where the direction of the line changes and vehicles must shift the direction of their drift from one direction to the other. Scoring will be based upon the execution of the transition.

**Speed:** The speed a driver is able to maintain throughout the whole course. A large percent of this score will be based on entry speed.

**Angle:** The angle at which the driver can maintain and control throughout the course of the run. This is especially entry upon entry into the first main turn.

**Impact:** The energy and excitement a driver emanates throughout the run

## 2. Practice (All Classes)

## **2.1. Duration:**

The amount of time allocated for practice session will vary depending on the number of drivers, weather, event progress.. etc. However the practice session will still provide sufficient time for the drivers to learn the course for the following qualifying session.

## **2.2. Groups:**

When necessary competitors may be split into separate groups to minimise queuing.

## **2.2 Briefing**

**2.2.1** All competitors will receive a briefing on the course layout before practice.

**2.2.2** All competitors must attend drivers briefing before practice, failure to do so will result in financial penalty and probable exclusion from the event.

# **3. Qualifying (All Classes)**

## **3.1. Qualifying Run**

**3.1.1.** Qualifying runs will be based on point's deduction system where every driver will start their judged runs with a perfect score of 100 points. From there each mistake the driver makes will constitute a point deduction from the total score.

**3.1.2** The judged runs start once the vehicle has crossed the "start of scoring zone line" and ends when the vehicle crosses the finish line.

**3.1.3** The finish line will be designated by double cones on both sides of the track. Vehicles that are still drifting and/or remain at speed after the finish line will be penalized with a score of 0.

## **3.2 Qualifying slot**

**3.2.2** It is the responsibility of each driver to ensure they are in their correct qualifying slot. Any competitor that is not in the correct slot when it's time to run, will lose their run. The Startline marshal will not allow any competitor to run if they are in the incorrect slot.

## **3.3 Qualifying Line**

**3.3.1** During the drivers briefing the Judges will indicate on a drawing of the course the line that will base their score on, this is called the "**qualifying line**", they will describe the required entry line, the line to the first clipping point, the line from the first to all other subsequent clipping points and to the finish of the scoring zone.

## **3.4 Scoring Criteria**

**3.4.1 Line:** In determining a score, each of the judges will determine how well the competitor mirrored the qualifying line and will deduct points for any

corrections that have to be made, corrections can be handbrake (extended use of the handbrake in order to correct a deviation from the line), steering and throttle.

**3.4.2 Clipping Points:** Clipping point cones are only used to give the competitors and spectators an indication where the qualifying line is, in the briefing the judges point out on the course drawing the qualifying line, this effectively means every part of the course is a clipping point as deviation from this line results in points being deducted. If the judge says "I want you to enter on the left hand side of the track" then the closer to the left hand side of the track you enter the more you will score.

**3.4.3 Speed:** A speed gun is used to determine the speed of the competitor through a particular part of the course, their speed is entered into the computer and compared to the target speed. The computer automatically adds points (at the rate of .5 of a point per kilometre) for competitors exceeding the target speed and deducts points for competitors not reaching the target speed.

**3.4.4 Angle:** Generally the more angle you carry the more you score but often lots of angle = slow,

"A slow car with lots of angle will be penalised more than a fast car with less angle"

**3.4.5 Full throttle area of the track:** The Judges will indicate using the course drawing the full throttle areas of the track.

## **3.5 Points Deductions**

### **3.5.1 Spinouts:**

Anytime a driver spins out an automatic score of 0 will be given for that run.

### **3.5.2 Loss of Drift:**

When a driver performs a major under steer or completely loses their drift points shall be deducted for that sector of the course in proportion to the severity of the loss of drift.

### **3.5.3 Off Course:**

Unless specified otherwise during meetings, if at any time 2 or more tires are off the marked course during a run, this results in a loss of run. Every track varies so the judges will specify the areas that are considered as off course during divers briefing meetings.

### **3.5.4 Clipping Zones:**

**3.5.4.1** All inner and outer clipping zones will be marked visibly by cones or something similar. Competitor's bumpers must pass within three (3) feet of all clipping cones on course. Any distance greater than three feet will result in a

points deduction in proportion to the distance from the clipping cone. Hitting an Inner or Outer Clipping Cone with anything other than the driver's bumper will be counted as 2 tires off course and is considered a score of 0. (ie. hitting the cone with the rear tire, door, etc.).

**3.5.4.2** If the Clipping Cone is hit but remains standing and within or touching its marked location no points shall be deducted. If the Clipping Cone is hit with the bumper and is knocked down or out of its marked location the car is not considered off course however points will be deducted.

### **3.5.5 End of Course:**

The end of course will be marked by double cones on both sides. Drivers are required to end drifting and slow to pit speed at these cones. Drivers that continued to drift or speed past the double cones will be penalised or given a score of 0

## **4 COMPETITION:**

Drift UAE competitions are held under one of two formats: the **SINGLE DRIFT** and **TWIN DRIFT Competition**.

### **4.1 SINGLE DRIFT Competition ( SEMI-PRO CLASS )**

**4.1.1** Under the Single Drift format, the top 8 drivers from the previous qualifying session will take to the course one by one where their drifting skills are judged individually.

**4.1.2** There shall only be 2 runs per driver, best scores from any of the runs will define the top 8 drivers.

### **4.2 TWIN DRIFT Competitions ( PRO CLASS )**

**4.2.1** Under the Twin Drift competition format, the top 16 drivers compete on a one-on-one basis as a knockout system, where two drivers are competing against each other with back to back runs, from there the semi-final 4 will be chosen, then the final two and then the overall winner.

**4.2.2** Each competing pair is made up of a **leading** and **following** vehicle. Winners are determined on a two-run basis. With each run, the Following vehicle is judged whether superior or inferior to the Leading vehicle, as long as the lead car is performing correctly according to the previous qualifying run.

### **4.3 TWIN DRIFT Battles (PRO CLASS Battles)**

#### **4.3.1 Start Line:**

- 4.3.1.1** The start line marshal will indicate to the lead car which side they are to start on.
- 4.3.1.2** Depending on the circuit being used a pace or rolling start cone may or may not be used.
- 4.3.1.3** On a circuit where no pace or rolling start cone is being used the lead car must accelerate to the initiation point, the chasing car must try to match the lead car and slot in behind it just before the initiation point.
- 4.3.1.4** On a circuit where a pace cone is being used the lead car must use three quarter throttle to the pace cone and full acceleration from there to the initiation point, the chasing car must match the lead car as far as the pace cone and slot in behind it until the initiation point.
- 4.3.1.5** On a circuit where a rolling start cone is being used: The start line marshal will stand at the rolling start cone which will be approximately 20mtrs from the start line. Both cars will line up on the start line, the start line marshal (who will be standing 20mtrs up the track) will call the cars to start, Both drivers should look at each other and indicate they are ready, the lead driver should then gently accelerate with the chase car matching him, both cars should reach the start line marshal side by side at approximately 50kph, if the start line marshal is happy both cars are side by side he will lift the green flag. Once the drivers see the green flag lift they may then use full throttle. If the cars are not side by side or if the cars are approaching much too slowly, the marshal will raise the Red flag to stop both cars. Both cars must then return to the start line and start again.  
Once the drivers have been given the green flag they may use full throttle, the lead driver must stay on the right hand side of the track all the way up to the initiation point. The chase driver must try to match but not overtake the lead car and must slot in behind before the initiation point. The chase driver should be on the right hand side of the track directly behind the lead car before they initiate.
- 4.3.1.6** In all cases the lead car must use a straight line entry initiating on the qualifying line.

#### **4.3.2 Scoring Zone:**

The scoring zone used will be the same as the zone used for qualifying.

#### **4.3.3 Full throttle area of the track:**

The Judges will indicate using the course drawing the full throttle areas of the track.

#### **4.3.4 Shut off point:**

The shut off point will be the same as used in qualifying.

#### **4.3.5 Finish Line:**

**4.3.5.1** After the first run both cars must turn around and wait for the start marshal to give the go signal.

**4.3.5.2** After the second run both cars must stop at the finish line and await the result.

#### **4.3.6 Contact:**

**4.3.6.1** Drifting is a non contact sport, and contact (*if seen by the judges*) will always result in penalties. A light tap may only result in a small penalty, causing the lead car to spin will result in the lead car being awarded the run.

**4.3.6.2** The judges will rule whether the contact was accidental or could have been avoided, and may in extreme circumstances disqualify the offending driver.

**4.3.6.3** The onus is on the chasing driver to anticipate what the lead car is about to do and will nearly always be at fault in the event of contact, the exception to this is where the lead car slows in a full throttle area of the track or where the lead car on entry uses a lot of angle and allows the car to scrub off a lot of speed before coming on the throttle. Contact in these cases may be deemed the lead drivers fault.

**4.3.6.4** Contact outside the scoring zone will not effect the outcome of the battles but if the contact was deemed deliberate the offending driver may be excluded from the event and the other driver awarded the win.

#### **4.3.7 Overtaking:**

**4.3.7.1** The chase car can win the run if he overtakes, an overtaking move can only be executed on the qualifying line, the lead car can only be overtaking is if it comes off the qualifying line (i.e. washes out).

**4.3.7.2** If the chase car is executing a clean overtake any attempt by the lead car to force their way back on line will be penalised. Contact in this case will be deemed the lead cars fault.

#### **4.3.8 Off Course:**

The white line marks the perimeter of the circuit, putting a wheel outside this line is deemed off course. In a twin battle hooking a front wheel over the line will result in penalties, two or more wheels is deemed off course and will result in loss of the run.

#### **4.3.9 One More Time Rule:**

If during the course of the competition rounds a tie exist where the competitors scores for both runs are identical and entry speed is equal or not available the judges can authorize a 'one more time' round. The tied competitors shall have 2 runs each and the competitor with the highest score according to the scoring standard rules will advance. There can only be a two one more time round for each bracket of top 16 competitions.

#### **4.3.10 Five Minute Rule.**

Vehicles suffering damage or malfunction during competition are allowed to return to the back of the grid and fix mechanical issues. They will have until their next turn in the grid rotation to resolve any issues. If the problem occurs at the end of a session where the driver's next run comes up in less than 5 minutes or during a Top 8 or greater elimination round, a FIVE (5) minute grace period will be granted to effect repairs. The five-minute period starts when the driver's turn is up and ends when the vehicle moves out of their pit space/repair area towards the start line. The repair duration is to be closely monitored by an official. Competitors who fail to fix their car within the time limit will be disqualified from that run thereby forfeiting to the opposing team. Additionally, if a competition vehicle fails/malfunctions on track at any time before the driver initiates the first drift during a run, the driver that failed on track has the right to call for a five-minute grace period to fix the problem. The request must be made to a course worker prior to leaving the track, otherwise the run will be counted against the driver whether the vehicle was able to run or not. Drivers must communicate to event officials the moment the car fails during the run.

## **5. Classes:**

**5.1.** Drift UAE Championship will run 2 classes depending on Driver skill level and the modification and preparation of the car they compete with.

5.1.1. The 2 classes are Semi- Pro and PRO.

5.1.2. Semi-Pro classes will only run as Single competition format.

5.1.3. PRO Class will run both Single and Twin competition format.

## **5.2 SEMI-PRO CLASS:**

**5.2.1** Semi-pro class will not be a twin battle format. The top 8 drivers from qualifying will advance to the Top 8 finals. Each driver will then get 2 runs to try and achieve a podium finish.

**5.2.2** This Class is for mid to high modified cars either engine or suspension or both. Car does not have to be registered or road worthy, but has to pass safety and technical inspection by Drift UAE technical inspection team.

**5.2.3 Engine modification**

Engine Modification and swap is open as long as it is done correctly and safely, this has to pass technical and safety inspection from Drift UAE Technical team.

#### **5.2.4 Chassis**

- 5.2.4.1 Competing vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub frame mounting point and most rearward suspension or sub frame mounting point. This includes floor pans, bulkheads and A,B,C pillars. Tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel and driveshaft tunnel.
- 5.2.4.2 Tube Frame/space frame Chassis are not permitted. Tube Frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points and rear of the most rear ward suspension or sub frame mounting points.
- 5.2.4.3 Front and rear wheel tubing is permitted.
- 5.2.4.4 The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of fluids or flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
- 5.2.4.5 Front and Rear Towing hook must be present and clearly marked. They should be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 2500kgs. Stock hooks are permitted, except when the hook is hidden upon installation of the aero-kit, etc.
- 5.2.4.6 Seam welding the uni-body is permitted.

#### **5.2.5 Suspension**

- 5.2.5.1 Original suspension mounting points may be moved one inch (25mm) from OEM mounting point.
- 5.2.5.2 All original suspension mounting points must be used (within the 5.3.5.1 rule). Therefore a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.
- 5.2.5.3 Hubs/Spindles are free and original hubs may be modified. All modifications must be approved by Drift UAE Technical Team.
- 5.2.5.4 Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be approved by Drift UAE Technical Team

- 5.2.5.5 Aftermarket coilovers are permitted.
- 5.2.5.6 Suspension turrets must remain in the oem position in the chassis and may not be removed, replaced or rebolts.
- 5.2.5.7 The top shock absorbers pivot may be moved to any position within the original PCD (pitch circle diameter) of the original suspension top mount bolts.
- 5.2.5.8 Aftermarket front tension rods are permitted. Bolt on aftermarket front tension rods are an exception to the 5.3.5.1 rule if the new bracket moves the tension rod more than 1 inch and must be approved by Drift UAE Technical Team.
- 5.2.5.9 Sub frames/cross members are free for modification and be swapped from other vehicles as long as they are within the 5.3.4.1 rule.
- 5.2.5.10 Axles are free for modification and may be swapped from other vehicles.
- 5.2.5.11 Anti roll bars and anti roll bar mounts are free for modification

### **5.2.6 Fuel systems**

- 5.2.6.1 Fuel filler caps must be securely fastened as not to open.
- 5.2.6.2 No part of the fuel system, other than the fuel line may be in the drivers compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose and must be fitted on the passenger side of the vehicle and secured every 10 inches with "P" clips. All other parts of the fuel system must have a firewall between the driver and equipment. The firewall must be sealed to prevent passage of fluids and fire. Aftermarket fuel cells must have a non return valve on the breather.
- 5.2.6.3 Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire walled (encased) from the drivers compartment.
- 5.2.6.4 All external fuel pumps must be covered.
- 5.2.6.5 No fluid leaks of any kind will be tolerated.
- 5.2.6.6 Any grade fuel may be used.

### **5.2.7 Safety System**

- 5.2.7.1 All participating drivers must wear the following items when entering Semi-Pro and Pro Class in Drift UAE event. No bare skin should be showing during competition and run.
- 5.2.7.2 Racing Suit (Fire proof material, single layer minimum)
- 5.2.7.3 Racing Gloves
- 5.2.7.4 Racing Shoes
- 5.2.7.5 Certified full face or open face helmet (FIA 8860-2004) (Snell Memorial Foundation – SA95, SA2000, SA2005) (SFI Foundation – Spec 31.2, Spec 31.1A, Spec 31.2A)
- 5.2.7.6 Head and Neck restraints are optional
- 5.2.7.7 A 4-point or better safety harness must be installed in both driver and passenger seat, and the buckle must be quick release.

- 5.2.7.8 All seats must be fixed to the floor and secure.
- 5.2.7.9 Batteries must be securely fastened with the positive terminal insulated and if located within the cockpit must be covered (firewalled).
- 5.2.7.10 All cars must be fitted with Electrical cut-off switches. Internal and external.
- 5.2.7.11 Fire extinguishers must be present and within reach of the cockpit (1 Kg Minimum).
- 5.2.7.12 Brakes must be in perfect working order, anti-lock brakes are non-compulsory and may be removed. Brake bias modifications and controllers are permitted
- 5.2.7.13 All hoods and deck lids must be adequately and securely fastened. A minimum of 2 bonnet pins must be fitted.
- 5.2.7.14 Nitrous Oxide cylinders, associated piping, valves and equipment must remain outside the driver cockpit.
- 5.2.7.15 All wheel nuts must be accounted for. Wheel nuts must have a minimum of 5 turns to the stud.
- 5.2.7.16 Side and rear windows may be replaced with acrylic or polycarbonate with a minimum thickness of 3mm and securely fastened. Front windscreen must remain stock. Rear windscreen must be secured to the car with additional bracing. Drivers window must be in the closed position during competition.
- 5.2.7.17 The technical inspector has the right to uninstall exterior parts (GT wing, canard, etc) when judged hazardous. All sharp edges must be rounded.
- 5.2.7.18 Open roof (convertible) vehicles are permitted but shall only be allowed with hardtop fitted or should have " X " intrusion bars in the roof.

## 5.3 PRO CLASS

- 5.3.1** Pro class is the only category that will be allowed to run Twin drift competition format, As clearly mentioned in Chapter 3 above.
- 5.3.2** The Pro class will run a Practise, qualifying and top 16 knockout format.
- 5.3.3** All points mentioned above for Modified class applies to PRO class, added safety measures included.
- 5.3.4** All Competing PRO cars must be equipped with a Front Brake light, clearly visible above the windscreen Visor.
- 5.3.5** All competing PRO cars must be equipped with a 7 point or better roll cage. All Cages must be manufactured from seamless T45 or carbon steel or cold drawn steel tubing. All main frames regardless of material should be constructed from 45x2.5mm, 50x2mm tube minimum. All additional diagonal



and brace bars must be constructed of 38x2.5mm, 42x2mm. A manufacturing tolerance of 0.1mm in tube diameter will be allowed, an inspection hole of 3-5mm should be drilled in a non-critical place on the main hoop for wall thickness verification.

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

- 5.3.6** Joints should be notched and form fit properly, no flat or crimped joints of any kind.
- 5.3.7** Welds should be continuous 360° around each joint in the entire structure with no cracks and fusion must exist between weld metal and base metal.
- 5.3.8** The main hoop shall be one continuous length of tubing with maximum of 4 bends, bends must be smooth and no evidence of crimping or wall failure. It must be as near the roof and sides as possible.
- 5.3.9** Side hoops/A pillars/front legs must be one continuous piece of tube with no joins and should have a maximum of 3 bends, it must connect directly to the main hoop and follow the roof and A pillars as close as possible to the plate/box on the front floor/sill of the drivers compartment. They are to be connected together by a single horizontal tube across the top of the windscreen. Front legs that bend around the dash (dash dodgers) are not permitted without extra bracing.
- 5.3.10** FIA approved bolt in cages are permitted. Any design outside of the parameters stated must be inspected and approved for logging by the Drift UAE technical inspector. Whose decision shall be Final.
- 5.3.11** Door impact protection bars are required on both driver and passenger side. Door bars must be at least 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of two parallel door bars with 2 small vertical tubes joining them, Or an " X " door bar. The side protection must be as high as possible, but its upper attachment point must not be higher than half the height of the door opening measured from its base. If these upper attachment points are located in front of or behind the door opening, this height limitation is also valid for the corresponding intersection of the strut and the door opening.
- 5.3.12** Hoop Rear Stays: The main Roll hoop must have two rear stays extending towards the rear of the vehicle and connect to the chassis rails, suspension turrets or wheel wells. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.
- 5.3.13** Mounting Plates/box's must be minimum 3mm thick, it may be multi angled but must be a minimum of 20"² surface area. I.e (5"x 4" plate). If the roll cage is bolted in then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with minimum of 8mm bolts of an 8.8 grade or higher.
- 5.3.14** Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the Drift UAE technical inspector. Whose decision shall be Final.

## 6. Pointing System

<b>Position</b>	<b>SEMI-PRO/ STREET (Points)</b>	<b>PRO (Points)</b>	<b>Top Qualifiers (PRO Class ONLY)</b>
<b>1<sup>st</sup></b>	25	25	8
<b>2<sup>nd</sup></b>	20	20	7
<b>3<sup>rd</sup></b>	18	18	6
<b>4<sup>th</sup></b>	16	16	5
<b>5<sup>th</sup></b>	14	14	4
<b>6<sup>th</sup></b>	12	14	3
<b>7<sup>th</sup></b>	10	14	2
<b>8<sup>th</sup></b>	8	14	1
<b>Top 16</b>	5	12	
<b>Top 32</b>	5	10	
<b>DNQ</b>	2	2	

## **7. Sponsor and Sticker Placement**

- 7.1.** Drift UAE visors, door cards and driver number must be placed on all competing cars.
- 7.2.** Drift UAE reserves the right to apply Championship and official sponsorship branding on each vehicle in designated areas.
- 7.3.** All branding which is not in relation to Drift UAE must be removed prior to any Drift UAE event. (This includes visors and door numbers)

## **8. Miscellaneous**

- 8.1.** All vehicles/drivers who enter Drift UAE adhere to accept the Drift UAE Rules and Regulations and Code of Conduct.
- 8.2.** Any kind of non-respectful spirit during the competition and Drivers doing standing burnout leading to permanent damages to the track, will be immediately excluded from the event and will get no point at this event whatever result he had already achieved.

- 8.3.**All Drivers will be responsible for his team members and fans actions. Any Non-Respectful Spirit and actions by the Driver's Team members or Fans towards the organisers, officials or anyone else will lead to an immediate exclusion and penalisation to the Driver they support and represent.
- 8.4.**Video, film and photographic, including performance related test equipment is prohibited from all vehicles unless expressly authorised by Drift UAE.
- 8.5.**All competitors and or teams agree that decisions made by Drift UAE officials/judges are final. Be that safety, twin battle, conduct, weather etc.
- 8.6.**Drift UAE have no obligation to make any refund, re-imbursement or compensation of any kind as a result of their exclusion from the Championship under any circumstances.
- 8.7.**All sponsored vehicles must have their sponsor pre-approved by Drift UAE 7 days in advance of an event; failure to do so may result in the removal of such branding.
- 8.8.**Each Competing car is assigned a space of 6mx3m in the Pit area, where the team can park the car and work on it and/or Display team branding and sponsors. Any branding outside the designated area is not allowed without a written approval from Drift UAE. Drift UAE has the right to reject and refuse any branding display.
- 8.9.**Cars must remain clean and presentable at all times; Drift UAE reserve the right to refuse any vehicle competition entry if this is in question.
- 8.10.**Drift UAE can amend and/or change the 2014 – 2015 Drift UAE championship rules and regulations at any point in time if deemed fit and necessary for the championship.