

DMSB Driftsport Regulations 2018

(As at 23.11.2017, changes and additions are marked in *italic*)

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A. General

Art. 1 General Regulations

1. DMSB-Drift-events will be organised in compliance with the DMSB Event Regulations, the present DMSB-Drift-Regulations, the DMSB Licence Regulations, the DMSB Environmental Regulations, the WADA/NADA Doping Code, the DMSB and FIA Anti-Doping Regulations, the FIA Code of Ethics and the DMSB Code of Ethics as well as the Sporting and Technical Series Regulations (where applicable).
2. Drift describes a driving technique where a car is moved sideways to its own longitudinal axis and thus maintains great slip angles on both axis. The target of this motorsport discipline is a high level of vehicle control.
3. Drift sport is subdivided into 2 classes. (*acc. to B. Standard Regulations, Art. 1.1*).
 - a. **Street Drift:** The determining factors here are the achieved speed, drift angle, selection of line and style. Street Drift competitions take place on a sealed, flat surface (asphalt, concrete or similar). No Twin Battle will take place in the discipline Street Drift.
 - b. **Pro Drift:** The determining factors in the class Pro Drift are the achieved speed, drift angle, selection of line and style. Pro Drift competition take place on a sealed, flat surface (asphalt, concrete or similar). Pro Drift competition should take place on race tracks with safety zones. The Twin Battle (see 5.) is organised within the discipline Pro Drift.
4. Qualification Runs: In the qualification runs, the individual participants are judged according to Article 3.4
5. Final: In the discipline Twin Battle, the top participants from the qualification runs compete against each other according to a knockout system. The top-ranked driver is named "leader" and the lower-ranked driver "chaser". The leader shall adhere to the qualification line while the chaser shall comply as much as possible with the speed, drift angle, line and style of the leader. The chaser shall apply pressure onto the leader to illustrate a predominance.

Art. 2 Organisation

1. Minimum Number of Officials

One Clerk of the Course, Chief Safety Officer, Steward, Technical Delegate respectively as well as safety marshals *are mandatory*.

B. Standard Regulations

Art. 1 General provisions

Art. 1.1 Division into Classes

The discipline *Driftsports* is subdivided into the following classes:

1. Street Class: Vehicles in compliance with the Standard Regulations for Clubsport-Driftsport (Automobile), available under www.clubsport-motorsport.de.
2. Pro Class: Vehicles in compliance with the technical specifications of the DMSB Driftsport Regulations, available under www.dmsb.de.

Art. 1.2 Participants and Licences

1. Participants in Drift competitions in Germany with the status „National A“ or “National A / NEAFP” must hold at least the National DMSB Licence grade C *or DMSB-Startzulassung (DSZ)*, pursuant to the DMSB Licence Regulations.
2. Participants in Drift competitions in Germany with the status “Clubsport” must hold at least the National DMSB Licence grade C *or DMSB-Startzulassung (DSZ)*, pursuant to the DMSB Licence Regulations.
3. The minimum requirement for participation with classification as DMSB championship events is the National DMSB Licence grade B, pursuant to the DMSB Licence Regulations.

Art. 1.3 Entries, Entry Fees

1. Entries must be submitted in accordance with Article 6 of the DMSB Event Regulations.
2. The entry form must be accompanied by the entry fees the amount of which will be stipulated in the corresponding Supplementary Event Regulations.

Art. 1.4 Other Provisions

1. The timetable of an event is part of the Supplementary Regulations.
2. All Stewards' decisions must be posted on the Official Notice Board.
3. Official Notice Board: The place for the official posting of information, results and other information under sporting regulations and beside sporting regulations must be specified in the organiser's Supplementary Regulations.

Art. 2 Scrutineering, Starter

1. Administrative checks and scrutineering shall take place in accordance with the DMSB Event Regulations.
2. All drivers must present their competition cars and the mandatory driver safety equipment at scrutineering. In exceptional cases, the competition car and the driver safety equipment may also be presented by a team's representative. The car must be presented in the condition in which it is to be used in the competition (including start numbers) and it must comply with the technical specifications. The following vehicle documents must be presented: registration certificate or certificate of acceptance Part I or DMSB Driftsport ID Card or DMSB Vehicle Identity Form. Any vehicle that damages the reputation of motorsport will not be authorised to start. Any such decision shall be taken by the Clerk of the Course.
3. After the end of administrative checks and scrutineering, the organiser will prepare a List of Participants and Cars Authorised to Start which shall be published on the Official Notice Board before the start of the Free Practice. In the case of a technical failure and following approval from the Race Direction, the driver may use a reserve car which must have been previously presented at scrutineering.
4. Before posting, the List shall be checked by the Stewards.

Art. 3 Running of the Event

Art. 3.1 Safety Prescriptions

1. Street Class: Safety equipment for the driver according to Standard Regulations for Clubsport-Driftsport (Automobile), available under www.clubsport-motorsport.de.
2. Pro Class: Safety equipment for the driver according to the technical regulations of the DMSB Driftsport Regulations.
3. The use of an FIA approved head restraint system is free.
4. Each team must have an own fire-extinguisher (minimum 6 kg) on stand-by at its allocated paddock position. The organiser is obliged to check compliance.
5. At no time shall any operating fluids from the car enter into the environment.

Art. 3.2 Driver Information

1. After the beginning of the event, the organiser may issue to the participants additional written event information which shall be posted on the Official Notice Board and distributed at administrative

checks; should those consist of information under sporting regulations, the approval of the Stewards is required and a Bulletin must be published.

2. A Drivers' Briefing will be organised before the free practice. A flag briefing must be incorporated in the Drivers Briefing. Event-specific information shall moreover be communicated to the participants.

Art. 3.3 Practice

1. The number of practice and warm-up sessions shall be published in the Event Supplementary Regulations.
2. During the practice sessions, the competition track may only be used by the driver regularly entered and with the vehicle for which he/she is entered.
3. The list of starters authorised participate in the Qualification Runs will be prepared after the practice (Definition Chapter B, Art. 2).
4. The list of starters authorised to participate in the Qualification Runs shall be checked by the Stewards prior to posting.

Art. 3.4 Qualification Classification, Classification Final

1. The number of runs will be determined by the organiser. A classification will be established by Judges:
 - a. Drift Line (Clipping Point): Normally, the drift line corresponds to the racing line of a corner but may also vary. In agreement with the Jury, Race Control will determine the required drift line and judges according to the deviation from this line. Special reference is made to special regulations and their judgements with regard to the track delimitations (curbs, etc.).
 - b. Style: The drift style judges the initiation of the drift (style, technics and possibly timing), the control of the drift (steering, braking and accelerating corrections) and the smooth finishing the drift (counter-steering, weight transfer).
 - c. Drift angle: The maximum drift angle is judged.
 - d. Speed: The speed is judged in a predetermined zone during the complete drift.
2. In the case of a tie between several drivers in the final classification, the greater number of first positions, then second positions and so on in all the runs that took place will decide.
3. The names of the Judges on duty shall be posted on the Official Notice Board.
4. The allocation of points will be defined in the corresponding Event Supplementary Regulations.

Art. 3.5 Final

1. The following provisions shall be considered as recommendations. The running of the final may vary and shall be communicated in the Drivers Briefing.
2. The top 8, 16 or 32 from the qualifying are qualified for the final (Twin Battle). To be qualified, the drivers must however separately register after the posting of the qualifying results and sign in a so-called qualifying list available from the Clerk of the Course/Organiser until a deadline specified in the Event Supplementary Regulations.
3. Should qualified drivers not register as specified above and/or not sign in the qualifying list, their claim to participate in the final expires and the according number of drivers on the following positions may sign in the qualifying list until a deadline specified in the Event Supplementary Regulations and may take part in the final. The drivers already qualified will hereby move up accordingly in the qualifying list. The replacement drivers shall then sign in at the end of the qualifying list.
4. The final will take place in a knockout system.

In the first run, the drivers in first places will compete against the drivers in last places: 1-16, 2-15, 3-14, 4-13, 5-12, 6-11, 7-10, 8-9. In the second run, the winners will compete against each other. In the third run, the pairs for the final shall be determined. The winners will then compete against each other and the losers will fight about third place in the small final.

Art. 3.6 Driving Behaviour

1. The yellow flag(s) are shown waved at a marshal's post only. They apply until the driver has passed the incident. Green flags will not be shown. A yellow flag signified: incident on the track, absolutely no drifting.
2. It is prohibited to move or push the car in opposite driving direction, unless otherwise instructed by officials or marshals. Any assistance on the competition track may only be provided by officials and marshals.
3. Any car broken down may only be removed upon instruction of the Clerk of the Course. The driver of a car which has broken down must always follow the instructions of the marshals.
4. For all cars without door nets, the windows must be closed up to 10cm during the event.
5. In dry conditions, standing burnouts are prohibited, in wet conditions 5 seconds standing may not be exceeded.

Art. 3.7 Penalties and Classification Penalties

1. For penalties, the corresponding articles in the DMSB event Regulations and the DMSB Judicial and Disciplinary Rules apply.
Penalties at Drift competitions may only be imposed by the Stewards or by the DMSB Tribunal, they are for example:
 - Blame
 - Fine
 - Classification penalty
 - Non-admission to the start
 - Ban to take part in the event
 - Disqualification
 - Elimination from the classification of one or several competitions

And in particular:

Non-compliance with the safety regulations for participants and/or vehicles

Steward's decision following report of the Clerk of the Course

Non-respect off lag signals

Steward's decision following report of the Clerk of the Course

Non-respect of Parc Fermé rules

Disqualification

2. Classification penalties are imposed by the Clerk of the Course; they may also be imposed by the Stewards, irrespective of any additional penalties. As a principle, the DMSB Event Regulations are applicable. Classification penalties in Drift competitions are:

Non-compliance with the admission requirements for participants and/or vehicles

Non-admission to the start

Failure to present licence

Non-admission to the start

Unsporting or dangerous driving

Black-and-white flag:

Warning, under observation, disqualification after the end of the run as the case may be, moreover report to the Steward

With the approval of the DMSB, the organiser may specify additional elements of offence for classification penalties in the Supplementary Regulations.

3. In relation to all incidents which are not specifically referred to, governed or listed in these Regulations or which may have been reported by the Clerk of the Course, the Steward will decide on a penalty. The provisions of the FIA International Sporting Code and the DMSB Championship and other Regulations must hereby be taken into consideration.

Art. 4 Parc Fermé, Results

Art. 4.1 Parc Fermé

1. In the Event Supplementary Regulations, the organiser will define a suitable location as Parc Fermé. All cars which have participated in the Final must be brought into this Parc Fermé by the drivers themselves, immediately after the end of the Final to remain there until the protest time limit has expired, except for those cars that did not finish the Final; for them, the event area (paddocks) is considered as Parc Fermé until the protest time limit has expired.
2. The Parc Fermé will be opened and all cars may be removed from the Parc Fermé only upon the instruction of the Clerk of the Course after previous consultation with the Steward.

Art. 4.2 Results

1. All the starters will be included in the official result lists of the event, together with their achieved results, e.g. position, did not start a run, points achieved in the runs, did not finish, not classified, classification penalties, penalties.
2. The Steward shall sign the official final results of the event after examination and after the protest time limits have expired and after the completion of the final scrutineering.
3. Based on the results of the individual championship events, the DMSB will prepare an annual classification for the DMSB Drift Cup in accordance with the DMSB Championship Regulations.