



Saudi Games Pro Drift Championship 2023

Appendix 1

1. EVENT RULES

- 1.1.** The start list has to be published on the official notice board no after 15 minutes of closed administrativ check and scrutineer
- 1.2.** The track judges and race judges and main judges have the right to stop the driver on the track at any time and check the correct use of its safety equipment, both between the races and the start, after the start and after the finish. If the rider is caught not using the safety equipment properly, for example, the helmet is not fastened, a warning is issued.
- 1.3.** Drifting or car testing, on the race track, not on the drift configuration trajectory, without the consent of the responsible persons is strictly prohibited.
- 1.4.** Drifting, tire sweeping, burnout, etc. are strictly prohibited. Drift elements after the official end of the competition in the participants' park, as well as on other parts of the track, car park, leaving the track and roads are strictly prohibited. The rule is valid as long as the drivers is on the track territory.

2. RACE CARS, COMPETITOR'S EQUIPMENT

- 2.1.** Competitor's safety equipment is checked during the technical scrutineering. The scrutineers have rights to check the competitor's safety equipment at any point during the event.
- 2.2.** During official practice, qualification runs and tandem runs, only one person, the competitor, can be in the car.
- 2.3.** The entrant must make sure the race car undergoes technical scrutineering at the planned time, which is listed in the event regulations. The competitor needs to show the competitor's safety equipment to the scrutineers. The entrant is fully responsible for the race car and safety equipment compliance with the regulations. If some rules or requirements are not met, the competitor can be forbidden from taking part in the event or excluded from the event.
- 2.4.** If any issues or defects with the car are found, the competitor needs to resolve these and go through the scrutineering again while it is still ongoing. If the car passes scrutineering on the second try, it can take part in the qualifying. If the scrutineering is failed on the second attempt, the competitor must leave the scrutineering area and will not be allowed to take part in the event. After each racing accident, the chief scrutineer will look the car over and determine whether it can continue the event. If an issue is found during tandem runs, the competitor is given five minutes to fix the car, with these five minutes repairing must take place in the service area, not on track. The competitor must inform the competitors relations officer of his actions in that scenario. The five minutes are counted by the competitors relations officer, starting from the moment the car arrives at the service park and mechanic touches it.

3. EVENT SUPPLEMENTARY PROVISIONS

3.1. Drivers meeting

- The place and time of the drivers meeting is listed in the event regulations or its annexes, or announced during the event if the Race director decides to call a drivers meeting. It is mandatory for either the competitor or the entrant to be present for the drivers meeting. The entrant is fully responsible for his/her competitor to take part in the drivers meetings and receive the information presented there about how the event will take the place. Only competitors, entrants and media can take part in drivers meetings, they are forbidden for anyone else.

3.2. Qualification runs

- The judged run begins at the moment a race car crosses the start line, and concludes after it crosses the finish line. The finish line must be marked by a two lines of cones on both sides of the track.
- There are 2 (this is decided after registration closes on the day of the events) separately judged qualification runs, which are not run in succession. The start order for tandem runs is decided based on the best qualification run, according to the tandem bracket used in the event.
- The qualification runs are done in start number order, with the smallest number going first. Once everyone has completed the first run, the second run begins. If a competitor is unable to take part in a qualification run, it is necessary to communicate this with the competitors relations officer in advance, so that a decision can be made on whether the competitor can be moved to the end of the particular qualification run. If the competitors relations officer is not warned about a competitor not attending a qualification run, the competitor will be given a score of 0 (zero) for the particular run. Competitors must be aware of when they have to go and do their qualifying runs, as they will get a score of zero if they don't take part in a run.
- The **TOP14** competitors + 2 wilde Cards based on the best qualification run, will qualify for the tandem runs.
- The higher scoring qualifying run of each competitor will be considered for establishing the classification. In the event of a tie within the higher scoring runs, the lower scoring qualifying run will be used to break the tie. In the event of a tie within the lower qualifying scores as well, the competitor who scored the most for the Line component of their highest qualification scores will be used. If that also fails to separate competitors, the scores of their highest qualification score Angle and then Style components (in this order) of their highest qualification scores will be used. In the event of a tie within these scores too, the competitor with smaller registration number takes higher place.

3.3. Runs, starting order, false start, finish.

- Start, finish and track border lines, as well as the track limits need to be indicated with clearly visible markings. If the event takes place in the dark, lights need to be put at the start and finish zone, around track limits and in the service park.

- Burnouts to heat up the tires are allowed only in specially marked places. During this process, it is forbidden for anyone to hold the car in place. Doing a standing burnout is strictly forbidden, the car must slowly move forwards when heating the tires. It is not allowed for people (other than the competitor in the race car) to be present in the burnout zone during a burnout.
- If a car breaks down during a run and can no longer move under its own power, the competitor must remain in the car until the run is stopped.
- Any assistance from the outside during the runs is forbidden.
- The competitor is forbidden to continue his run if driving the car is a threat to the safety of the competitor or event (such as significantly limited visibility through the windshield, etc.). Decision about allowing a competitor to race is made by the Race director after consulting with the technical scrutineers.
- If a competitor has not arrived at the start zone on time for his/her tandem run, the start is given to the competitor who has arrived. The competitor who did not arrive on time will automatically have lost that particular run. The only exception to this rule can happen with the permission of the Race director if the competitor had a technical problem in the previous heat and has been given 5 (five) minutes to fix the issue. Full 5 minute rule check in attachment Nr.1.
- After crossing the finish line, the competitor must decrease his speed without making any rapid side movements or drifting. Competitor must leave the track as shown in the track map. It is forbidden to drive faster than 20 km/h in the service park.

3.4. 5 Minute Rule. The competitor can take one 5-minute timeout only once during event stage.
Full 5 minute Rule check in attachment Nr.1.

- 5-minute timeout starts when the car is in the pits or tire change location on the track, and mechanic touches the car.
- The mechanic is not allowed to touch the car while it isn't in the pits or tire change location, except if help is needed to lift the car from towing truck.
- A competitors relations officer keeps time during the timeout and stops when car leaves pits. If the competitor wasn't able to leave his pits before 5-minute timeout ends, he is disqualified from the event.
- 5-minute timeout can't be taken in parts.
- If 5-minute timeout has started, the competitor can't refuse or cancel it.

3.5. It is not allowed to change tires or tire pressure within a single tandem. In case of collision, if the tire comes off or depletes for car of victim competitor, both competitors can change tires. If in first tandem run something happens to tires, without collision, competitor cannot continue to race with flat tire. Depending on the track, this rule can be changed by the Race director or judges, by notifying competitors no later than in the drivers meeting before tandem runs.

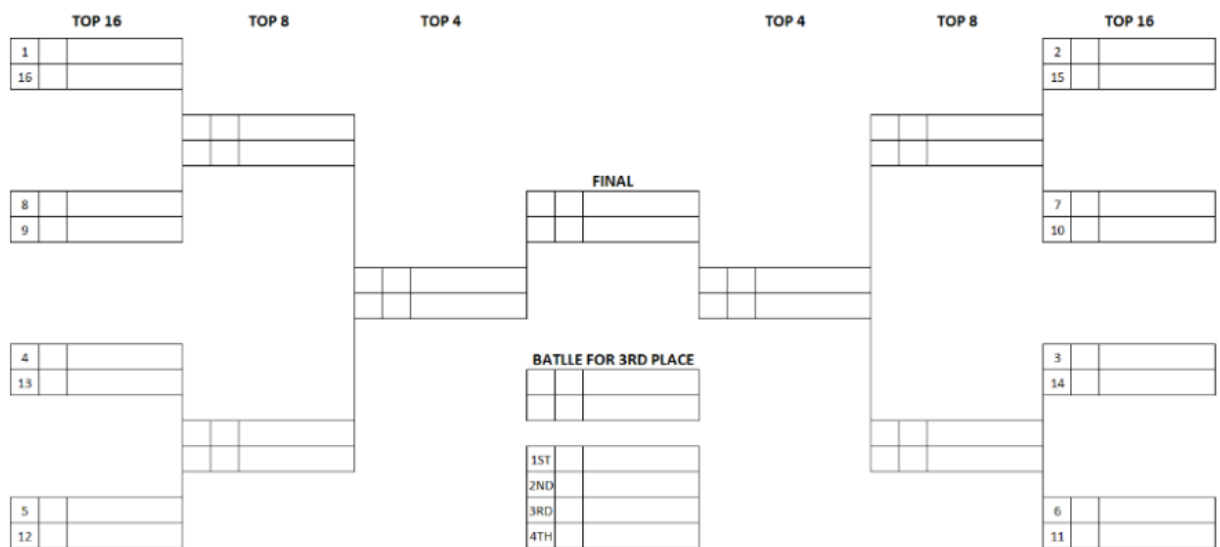
3.6. There can be max **2 OMT** times, after 2 OMT times result is taken by qualification results.

- 3.7. The start procedures are always given by a start line judge at his discretion, whilst he remains under the orders of the Race director. The start line judge may be replaced by a lights system: RED prohibiting the start, the GREEN authorizing the start.
- 3.8. RED FLAG- this flag will be used in track, marshals will use that for safety in qualification and tandem runs. Extra information will be in drivers briefing, what to do in cases when there is red flag. Bus RED mens- STOP Immediately.
- 3.9. Competitors must turn up at the start of each run, wearing the mandatory clothing and equipment. They must wear this for the entire duration of the competition, failing which they will not be authorized to participate.

4. RESULTS

- 4.1. The event results are determined in accordance with the event regulations.

TOP 16 Bracket



- 4.2. The car used for the Qualifying rounds has to be the same used for tandems.
- 4.3. **0 points during the qualification or tandems*** may be agreed separately at the meetings of the participants of each stage
 - Spinning (or mechanical damage), including in the acceleration zone or deceleration zone;
 - Blatant under steering;
 - Failure to remain on the track (none of the wheels must be outside the track);
 - Use of techniques judged to be unfair or dangerous;
 - Crashing into an opponent (intentionally or otherwise) - light contacts without any risks are tolerated at the discretion of the judges;
 - Be more than 10% slower in a tandem than in qualification (if telemetry is used).

5. PROTESTS AND APPELLATIONS

- 5.1. A protest can be submitted by either the competitor or his entrant, and his/her ASN drift licence needs to be shown when doing so.
- 5.2. Protest can be submitted for the following violations:
- the race organisation not meeting the rules stated in these regulations;
 - a race car not meeting the technical regulations.

Attachment Nr.1

START LINE PROCEDURE

1. The organizer must ensure the competitors have as equal starting conditions as possible.
2. The start procedure must be precisely described by the organizer in the competitions supplementary regulations and / or explained in drivers briefing based on a track layout.
3. The competitor is obliged to arrive to the start zone:
 - 3.1 In qualification: when drivers competition queue is up. Suggestion - at least 5 cars before not to miss the start.
If the driver has technical problems with car, the driver can ask the race director to be moved at the end of the qualification queue. If not informed before the driver must be on the start line, the driver will be forfeit from that qualification run.
 - 3.2 In tandems session: at the start zone at least 5 cars before the particular run or as explained in drivers briefing based on a track layout. After TOP 8 according to competitions supplementary regulations and / or as explained in drivers briefing based on a track layout.
4. Failure of a competitor to appear at the start zone on time is equated to the loss of that race.
5. Before the start, the racing cars are placed on the start line according to start line judge directions, which must be followed.
6. In the start zone area after the line-up, the competitor must stay in his car until he is given the permission to drive to the start line. Unless there is a race stoppage, and the start line judge gives permission to get out of the car. In this case, the competitor can have another opportunity to warm up tires if that is necessary.
7. The competitor must be ready for tandems at the latest when the competing 2 pairs ahead of him starts.
This rule applies until the TOP 8 races.
 - 7.1. If one race car is already on the start line for the first tandem run, the other competitor must move to the start line immediately. If the second race car does not reach the start line within 5 minutes when it's announced, the missing competitor loses this tandem run.
 - 7.2. **After the first run of the tandem, both competitors must drive from the finish line immediately to the start line for the second tandem run.** If one of the competitors is at the start line, the other competitor has a maximum of 5 minutes to move from the finish line to the start line. If one or both competitors do not reach the start line after this time / or as explained in drivers briefing based on a track layout, drivers can take competition timeout (if the driver still has it). If the driver doesn't show up to the start line after time ends, the driver, or in case of both drivers, will be forfeit from the race.
 - 7.3 In case of ONE MORE TIME (OMT), both drivers have **5 minutes** to change the tires and after that have to follow the start line procedure.

COMPETITION TIMEOUT

- Drivers can ask for **one-time** 5 minutes maintenance time (competition timeout), in any given moment of the race, by asking it from any official marshal available for him at that moment, who has radio connection with the race director.
- Competition timeout starts when the car is in its parking space in pits, or "hot pit", and mechanics start working on the car (tow car driver can ask help from mechanics, to move the car in to the pits, without clock starting). Competition timeout 5 minutes will be taken and observed by the head technical marshal or appointed marshal.

- The head technical marshal or appointed marshal follows to start the time for 5 minutes, but if mechanics are not ready yet or are looking for parts, then it is no longer than 2 minutes to do that. After the 5-minute count, the marshal starts the official 5-minute count.
- Competition timeout ends, when the car moves out from its pit area, driver must be in the car, full geared, and ready to race. The competition timeout can't be split into several timeouts.
- If car maintenance is not approved by the marshal or is declared not safe, or the fully geared driver and the car is not moving out from the cars dedicated pit area to the start line when 5-minute competition timeout ends, competitor will be forfeit from the race.
- Tire change and refueling must be done within collision time or competition timeout rule.
- If driver shows up to the start line, without mandatory race gear, he can take, (if he has) his competition timeout, to get his mandatory race gear on.

“COLLISION TIME” EXTRA 5 MINUTES RULE

- After the collision, race director with judges identifies the cause of the collision.
A competitor who was NOT IN fault of the collision, may request from the race director 5 minutes of maintenance time to repair the race car, this time is identified as “collision time”.
- If necessary, after the requested “collision time”, the competitor has the right to use the competitor's own competition timeout, from the competition timeout rule at the end of the extra “collision time”, unless, he has not used it already.
- The driver IN fault of the collision, can take his competition timeout, by the rule. “Collision time” 5 minutes do not comply to the driver IN fault of the collision.
- Tire change and refueling must be done within collision time or competition timeout rule.

AFTER “COLLISION TIME” AND/OR COMPETITION TIMEOUT

When the “collision time” and/or the competition timeout expires, the driver must be ready according to start line procedure for the next battle.

After the damage to the race car, the driver can ask for one lap test run. After the successful test run, the driver has time according to start line procedure to get back to the start line.