



**adriadrift**  
SERIES

RULEBOOK  
DRIFT COMPETITION

[www.adriadriftseries.com](http://www.adriadriftseries.com)

# RULEBOOK

## ADRIA DRIFT SERIES

version 2019/1

### INDEX

**General Inquiries**  
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04

**GENERAL**  
Adria Drift Series

04

**TERMS AND CONDITIONS FOR PARTICIPATION**  
Vehicles in General  
Drivers Eligibility

05

**APPLICATIONS**  
Registration and Application of the Drivers  
Application Fee  
Championship Sponsor Stickers

07

**COMPETITION NUMBERS AND GRID POSITIONS**  
Competition Numbers  
Grid Positions

07

**COMPETITION RULES**  
Verification and Technical Inspection  
Drivers Briefing  
Type of Start and a "5-Minute Rule"  
Training  
Race  
Points  
Qualifications  
Tandem Elimination Runs  
Announcement of the Results  
Protests and Appeals

12

**JUDGING**  
Judging Team  
Qualification Scoring  
Judging the Elimination Rounds

14

**AWARDS AND PRIZES**  
Individual Races Awards  
Season Awards

15

**SAFETY AND RESPONSIBILITY**  
Safety by the Track  
Signalization  
Speed Limit  
Limited Access in Race and Service Area  
Responsibility

16

**PENALTIES**  
General  
Unauthorized Assistance  
Fines  
Payment of the Fine

17

**FINAL PROVISIONS**  
Interpretation and Changes of This Rules  
Cancellation of the Event  
The Duty to Inform  
Technical Regulations  
Obligation to Know the Rules



# RULEBOOK

## ADRIA DRIFT SERIES

### ARTICLE 1 (ADRIA DRIFT SERIES)

- (1) Adria Drift Series is a drift automotive championship consisting of a minimum of four and a maximum of six individual races in Adria region. Each individual race is scored separately. The winner of the series (Adria Drift Series champion) is a competitor (driver) who scores the most points at the end of the last race in the total of all the races.
- (2) Each individual race must fulfil the following elements:
  - at least one hour of training,
  - at least one run of qualifications and
  - at least two runs in the tandem elimination rounds ("Twin Drifts").
- (3) If the competition is interrupted due to force majeure, for the final order of drivers are considered points achieved in the last full round of the competition - drivers get full points.
- (4) The surface on which the competition takes place, must be asphalt or concrete. Macadam surface is not allowed.

### ARTICLE 2 (VEHICLES IN GENERAL)

- (1) Drivers can participate the Adria Drift Series competition only with category B vehicles, which comply with technical requirements of Adria Drift Series.
- (2) It is not necessary that the vehicles are registered for road use, but it is recommended for them to have a valid insurance policy.
- (3) During practice, qualifying or elimination runs, side windows can be opened up to 5 cm (about 3 fingers). Completely open windows are only permitted when all occupants are wearing a full-face automotive helmet with closed visor and safety window nets or racing seats with side impact neck protection are used.
- (4) The use of a floor mat under the vehicle while it is in service area is obligatory. Non-application of the floor mat shall be fined by 50€ and direct disqualification from the competition.



### **ARTICLE 3 (DRIVERS ELIGIBILITY)**

- (1) Every adult with good health and a valid B category driver's license can attend the Adria Drift Series competition. A judging team or the competition organizer can prohibit participation in the competition for those, who don't comply with these conditions.
- (2) Driver may only compete in one vehicle. Exchanging vehicles during the race is not allowed. In case of vehicle malfunction, the vehicle must be repaired in time or the driver forfeits - competing in another vehicle is not allowed.
- (3) All drivers participate at their own moral and material responsibility and are responsible for their safety, which they confirm by signing the application form. The competition organizer, partners, sponsors, volunteers and staff participating in the event are not responsible for any damage caused by any driver during the competition to himself, a third person, vehicle or object. Every driver is obliged to sign a responsibility statement before the start of every individual event.

## **APPLICATIONS**

### **ARTICLE 4 (REGISTRATION AND APPLICATION OF THE DRIVERS)**

- (1) Drivers sign up for the Adria Drift Series championship on the website [www.adriadriftseries.com/driver\\_registration/](http://www.adriadriftseries.com/driver_registration/) through registration form on the website. At least 1 month before the upcoming race.
- (2) When a driver registers for the season, a 20,00€ fee must be paid to complete the registration. The same amount (20,00€) will be deducted from the entry fee of the first race driver applies to.
- (3) The application deadline for an individual race in the series is 14 days before the date of event (race).
- (4) The number of drivers applications per event (race) can be limited.
- (5) On the day of event, all registered drivers must present the organiser a valid category B driver's licence and proof of payment for the entry fee. Drivers will then be referred to verification and vehicle inspection.
- (6) Any and all false, inaccurate or incomplete applications will not be accepted.
- (7) From the beginning of an individual event qualifications, it is no longer possible to replace the vehicle.
- (8) The event organizer reserves the right to reject any application and shall not be obliged to provide an explanation for the decision.
- (9) Paid application fees (entry fees) are non-refundable. Even in case the driver does not attend the race the entry fee was paid for, the entire amount paid is retained by the payee.

## ARTICLE 5 (APPLICATION FEE)

- (1) The application fee must be paid to the organiser's bank account or PayPal account at least 10 days before the start of the event (race).
- (2) The application fee for an individual race is 250,00€ per driver. Included in the fee are four tickets for the supporting team members. Should a driver require more than four tickets for their team, they can be purchased at the event.
- (3) In case an event is cancelled, the organiser will refund the full application fee to the payer within 14 days of the event's cancellation.
- (4) In case an event is postponed to a later date, the organiser will notify all registered drivers immediately. Should the driver not be able to participate on the newly established date of the event, the organiser will refund their application fee in full

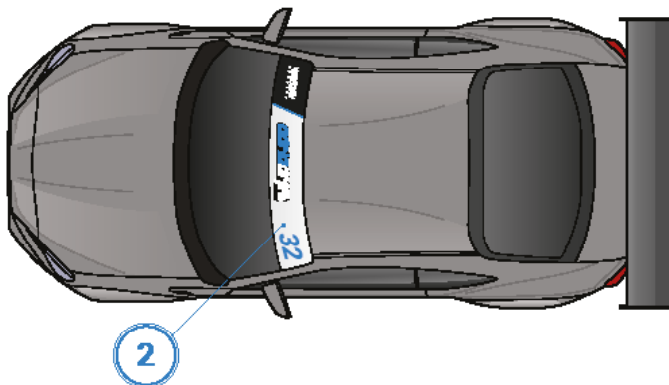
## ARTICLE 6 (CHAMPIONSHIP SPONSOR STICKERS)

- (1) Each competitor is obliged to have the championship sponsor stickers on their vehicles.
- (2) Competitor can race without championship sponsor stickers but the application fee in that case is € 500,00.



1.  
2x Adria Drift Series Number/Name  
Plate - 500mm x 100mm.

Must be placed at the top of the  
doors.



2.  
Adria Drift Series Windshield banner  
- minimum height 150mm.

Must be placed at the top of the  
windshield.



## **COMPETITION NUMBERS AND GRID POSITIONS**

### **ARTICLE 7 (COMPETITION NUMBERS)**

- (1) Drivers can select their competition number from whole numbers between 2 and 99. Adria Drift Series Management must approve the chosen number. Drivers compete with their chosen number throughout the season and reserve the right to retain the same number the following season. Mid-season number changes are not possible, unless approved by Adria Drift Series Management.
- (2) Reigning Adria Drift Series champion has the exclusive right to the number 01 (one). Should the reigning champion choose any other number, the number 01 remains unavailable for the season.
- (3) Competition numbers must be placed at the top right corner of the windscreen visor and on vehicle's both front doors, in compliance with Article 6 (2).
- (4) Competition numbers (sticker packs) are provided by the organiser at the beginning of the season. During the season, each driver can ask for a new sticker pack at any time. The first additional sticker pack is free of charge.

### **ARTICLE 8 (GRID POSITIONS)**

- (1) Grid positions for the first event of the season will be determined by the driver's competition numbers in order from lowest to highest. At each of the following events (races), grid positions correspond to reversed drivers' championship standings (i.e. championship leader is last on the grid).
- (2) The organizer reserves the right to change the starting order.

## **COMPETITION RULES**

### **ARTICLE 9 (VERIFICATION AND TECHNICAL INSPECTION)**

- (1) Verification and technical inspection is carried out on the first day of the event before free practice sessions in a specifically marked zone where drivers park their vehicles for inspection.
- (2) Technical inspection is a basic vehicle check, with an emphasis on checking all safety requirements, as well as the general condition of the vehicle, the tires etc.
- (3) Verification and technical inspection is carried out by the Technical Commissioner.
- (4) Drivers must attend verification and technical inspection personally in their full safety equipment and with the vehicle in which they intend to compete. During verification and technical inspection one member of the supporting team may also be present

- (5) Each driver can approach verification and technical inspection only once, however the Technical Commissioner may instruct the driver to conduct minor changes if necessary. In this case, drivers must have their equipment and/or vehicle rechecked before entering onto the track.
- (6) Eliminating technical malfunctions in the paddock is permitted. After eliminations of given malfunctions, the driver is obliged to inform the Technical Commissioner, who checks if detected malfunctions have been properly eliminated. Troubleshooting must be completed by the specified time on the competition agenda (Qualifying Session), or else the driver forfeits the race, as verification and technical inspection is then no longer possible.
- (7) Technical Commissioner can perform arbitrary vehicle inspection at any time during the event.
- (8) Competitors are fully responsible for their vehicles to be flawless and in race-ready condition for the entire time of the competition - from the beginning of verification and technical inspection until the expiration of predetermined time limit for appeals. Competitors are fully responsible for any damages caused to themselves, a third person, vehicle or object, that occur as a result of a technically non-compliant vehicle or equipment.

## **ARTICLE 10 (DRIVERS BRIEFING)**

- (1) Before the start of each race, the race organiser must hold a drivers' briefing. All competitors must attend drivers' briefing, or else they cannot start the race. The time of the driver's briefing must be clearly marked on the competition agenda.
- (2) Drivers' briefing is led by Adria Drift Series officials. Spoken language at the briefing is English. In case a driver does not speak English, they should have a translator present.
- (3) Drivers' briefing must be held no later than 10 min. before the scheduled start of the first track session (FPS).
- (4) Drivers must be briefed about all details relating to the competition, the race course and the race itself. Judging criteria, especially desired actions and deductions, are to be clearly explained. Drivers can also ask for clarification in regards to the previous Adria Drift Series event and any competition rules. Race Director is only obliged to interpret the part(s) of the Rulebook, which the competitors did not fully understand, not the entire Rulebook.
- (5) The competition organiser keeps a record of drivers' presence at drivers' briefing.
- (6) Drivers who do not attend driver's briefing cannot start the race and their application fee is not refundable. Race Director may grant a driver, who missed the official drivers' briefing, an individual briefing for a fee of 60,00€. Individual briefing, if granted, must include all elements pertaining to the official drivers' briefing.

## **ARTICLE 11 (TYPE OF START AND A "5-MINUTE RULE")**

- (1) Each run begins with a standing start with vehicles engines running.
- (2) In case the driver misses the start of his run for more than 3 minutes it is regarded that he has resigned from this run.



- (3) Each driver has the right to call for one 5-minute time-out at any stage of Twin Drift Elimination rounds. Driver must announce exercising the right to his 5-minute time-out to the starter of the race. Any mechanical work (except regular tire checks, tire pressure adjustments or body panel adjustments) is only permitted in the Service Area upon exercising the 5-Minute Rule.
- (4) 5-minute time-out begins the moment the vehicle is parked in its designated service area. An official timekeeper is present to ensure the 5 minute time limit is not exceeded. After the time has elapsed, the vehicle must have moved from its service area under its own power.

## **ARTICLE 12 (FREE PRACTICE SESSION - FPS)**

A minimum of two free practice rounds must be provided at each event, with a total duration of at least one hour. Each driver must be given the chance to complete at least one run in each of the two free practice sessions

## **ARTICLE 13 (QUALIFYING SESSION - QS)**

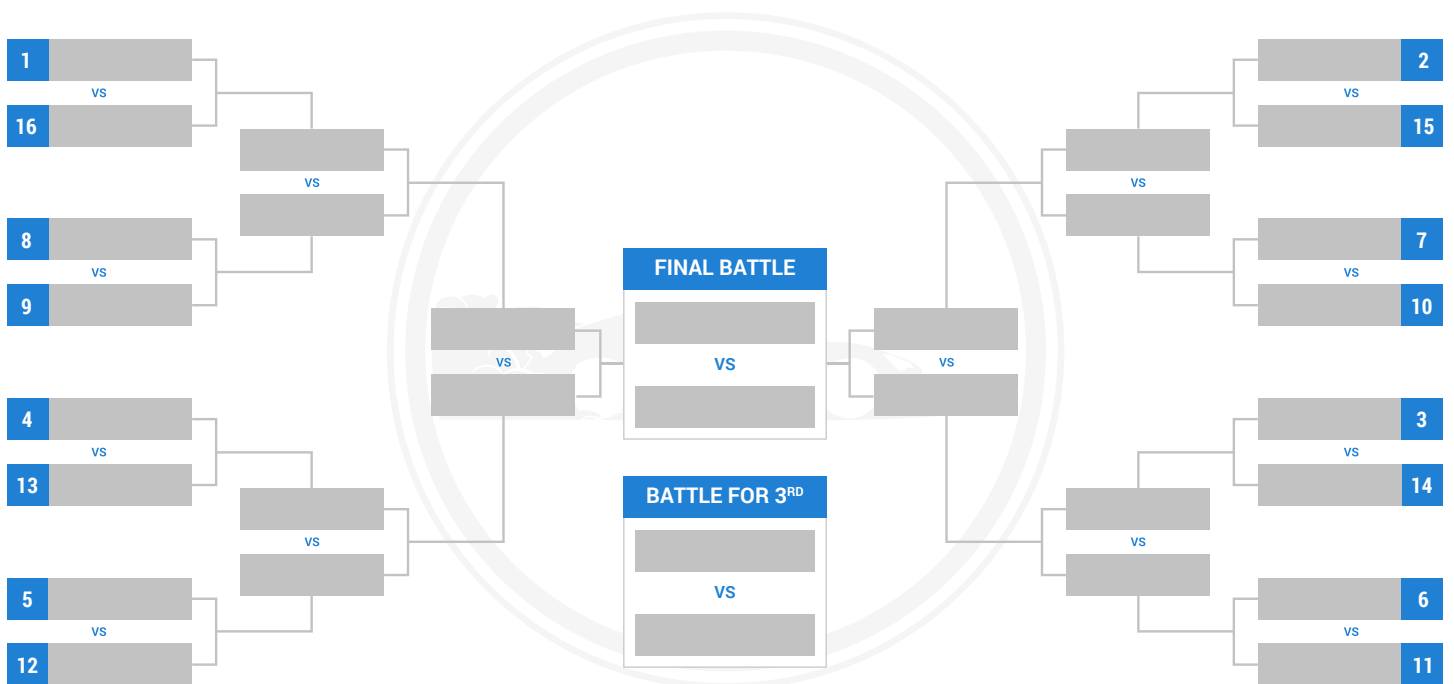
- (1) Each competitor is allowed two qualifying runs, judged according to Article 20 (Qualifying Scoring System).
- (2) All drivers are required to qualify. Driver who does not complete at least one qualifying run and score at least one point (1 pt) cannot start the race.
- (3) Driver's best qualifying run is considered to determine the qualifying positions. If two or more drivers achieve the same number of points, the next criteria is which of the drivers achieved a better score (more points) in their second best qualifying run. In case it is still not possible to determine the fair order of drivers, the highest point score by any judge is used as the tiebreaker.
- (4) Drivers start Qualifying Session according to Article 8 (Grid Positions). First, every driver attempts Qualifying Run 1, only then their 2nd qualifying runs begin - there are no consecutive runs.
- (5) In case a driver is suffering from technical problems, they can be granted permission to attempt their Qualifying Run last, regardless of their designated Grid Position. However, driver must be at the starting line by the time their delayed run is due to start, or it is considered they have resigned from their run. After Qualifying Run 2 has begun, no driver can attempt Qualifying Run 1 anymore

## **ARTICLE 14 (RACE - SHOOTOUT)**

- (1) Drivers start every run from the starting line after the Starter signals they are clear to start and end it after crossing the finish line. Even after crossing the finish line, drivers must straighten the car in a controlled manner. If a driver fails to do so, especially by spinning out, this will impact their score.
- (2) Each individual race consists of two parts. The first part is the Qualifying Session, from which 16 best scored drivers progress to compete in Twin Drift elimination rounds.



- (3) The organiser reserves the right to promote the top 32 drivers (instead of top 16) to Twin Drift elimination rounds at any and every event (race).
- (4) The 16 best qualifiers (or 32, in accordance with Article 13) classify for Twin Drift tandem elimination rounds. These are based on the principle of direct head-to-head format elimination runs.
- (5) In case less than 16 drivers qualify for Twin Drift Elimination Rounds, drivers who do not have an opponent (as many top qualifiers as there are missing competitors to 16) automatically progress into the next round.
- (6) Drivers are sorted into tandems according to the following diagram, where the numbers at the far left and the far right represent individual driver's qualifying position.



- (7) Each tandem round consists of two individual runs. The higher qualifier will lead the first run and chase in the second run and vice versa (lower qualifier will chase in the first run and lead the second run).
- (8) If judges cannot determine the winner of a Twin Drift Elimination Round, they can demand a rerun, called a One More Time (OMT). A maximum of one OMT is permitted per individual Twin Drift Elimination battle. The battle in which a OMT is necessary, is shifted to the end of the current cycle.
- (9) For the final positions, the drivers are classified as follows:
  - 1st place: winner of the final battle;
  - 2nd place: loser of the final battle;
  - 3rd place: winner of the battle for the 3rd place;
  - 4th place: loser of the battle for the 3rd place;
  - 5th to 8th place: losers of the TOP8 battles classified according to the results of the qualifications;
  - 9th to 16th place: losers of the TOP16 battles classified according to the results of the qualifications;
  - 17th and beyond: classified according to the results of the qualifications.

\*In case Top 32 is held as the first Twin Drift Elimination Round: 17th to 32nd place = losers of Top 32 Battles, classified according to their Qualifying Session order; 33rd and beyond = classified according to their Qualifying Session order

## ARTICLE 16 (POINTS)

- (1) At each event, points are awarded to drivers according to their respective ranking in qualifying (single runs, Qualifying Session) and their final race result, determined after the finish of Twin Drift elimination rounds. The following points format is used:

### ELIMINATION ROUNDS

POSITION	POINTS
1	100
2	80
3	64
4	56
5-8	40
9-16	24
17-32*	8

\* Only in case TOP32 Twin Drift Elimination Round is held

### QUALIFYING

POSITION	POINTS
1	7
2	6
3	5
4-8	4
9-16	3
17-32	2
Attendance*	1

\* Attendance is defined as completing at least one qualifying run in the event



## **ARTICLE 17 (ANNOUNCEMENT OF THE RESULTS)**

- (1) The results are announced on the official board and/or via the official emcee (speaker). Additionally, the results are published on the official Adria Drift Series website.
- (2) Temporary race results have to be published within 30 minutes of the end of competition. The top 4 drivers order (results of the Final Battle and Battle For 3rd) is revealed at the trophy ceremony.

## **ARTICLE 18 (PROTESTS AND APPEALS)**

- (1) Protests must be delivered to Race Management in writing no later than 15 minutes after the announcement of the unofficial results. Protests can only be filed by the driver and are considered by Race Management. Verbal protests are not allowed and may get sanctioned by the disqualification of the driver.
- (2) The time window, in which a protest must be filed, starts at the time of announcement of the unofficial results and ends exactly 48 hours later.
- (3) When filing a protest, a fee of 100,00€ is charged, payable immediately. In case the protest is accepted by Race Management, the fee is returned to the payer. It is not possible to object or challenge the decision made by Race Management.

## **JUDGING**

### **ARTICLE 19 (JUDGING TEAM)**

Organiser of the event determines the judging team, consisting of three members that are impartial and judge the competition to the best of their ability. Their judging must be uncoordinated, independent and free from any exterior influences.

### **ARTICLE 20 (QUALIFICATION SCORING)**

- (1) Each qualifying run is scored by each of the three judges. The final score of an individual qualifying run is the average of scores, awarded by each of the three judges.
- (2) The judges score each qualifying run on a scale from 0 (zero) to 100 (one hundred) points, according to the sum of their individual scores of each of the 3 criteria - Line, Sliding Angle and Style. :
- (3) **Line (60pts)**: drivers will be judged by their ability to adhere to the line stipulated by the judges during drivers' briefing. Points will be allocated to outside zones and inner clips and may also be allocated to

“touch & go” areas. Hitting the clipping point mark (cone, curb, safety fence etc.) will result in a lower score due to point deduction, subjectively evaluated by each of the judges, depending on by how much a driver has missed the clipping point. Another element the judges will consider towards their final evaluation of a driver’s line, is transitioning (proper change of the direction of the drift). All information about the racing line, the clipping points and zones are provided at the drivers’ briefing.

- (4) **Sliding Angle (15 pts):** drivers will be judged by their ability to achieve and maintain a high level of angle, as described by the judges during the drivers’ briefing. The judges may also indicate areas of the course, where a high angle is not required. Any such areas on the course will be clearly marked.
- (5) **Style (25 pts):** the judges score Style using the following areas of focus: initiation, fluidity, commitment.
- Initiation:** drift initiation point - cones will be used for reference - and quickly getting to the desired angle without corrections and angle reductions.
- Fluidity:** smoothness of rotation during transitions, lock-to-lock angle (high degree of angle to high degree of angle), car must be settled and flow through the course smoothly
- Commitment:** consistent throttle application, maintaining pace throughout the course, using momentum to fill zones and use the width of the course and approaching track limits and barriers with confidence.
- (6) Once scores have been inputted by the judges, the scoring system will calculate an individual run’s final score by aggregating the total number of points the judges have awarded this run, then dividing it by the number of judges (3).
- (7) Errors that are automatically awarded by 0 points are:
- spinouts
  - straightening out (aborting drift) or stopping on course
  - 2 or more wheels exceeding track limits (off course)

## ARTICLE 21 (JUDGING THE ELIMINATION ROUNDS)

- (1) The lead vehicle must be able to clear the course, making as little errors as possible and must take the ideal racing line (as defined in the first indent of the second paragraph of Article 20). The chase vehicle (the vehicle following the lead vehicle) is required to mimic the line of the lead vehicle and get as close to the lead vehicle as possible without running into it. Chase vehicle can take a wider line if that is necessary due to the proximity to the lead vehicle, but it must not miss the clipping point or clipping zone. Chase vehicle will be penalised for taking a lower (shorter) line or with less angle than the lead vehicle (e.g. to help catch the lead vehicle). In case the lead vehicle veers off the ideal racing line, the chase vehicle will not be penalised for staying on the ideal racing line, however it should follow the lead vehicle off the ideal racing line and maintain proximity, unless the lead vehicle makes a critical error (paragraph 5 of Article 20), in which case the chase driver should complete the entire run.
- (2) Passing (overtaking) is not permitted in Twin Drifts. The only exception is if the lead vehicle makes a critical error, including a spinout, straightening out, stopping on course, exceeding track limits (driving off course) with two or more wheels. Passing must be done while in drift and in a



safe and professional manner. In addition, in turns where there are clipping points or zones, the passing must be completed between the opponent's vehicle and the clipping point or zone. In all cases, the passing must be done without disrupting the lead vehicle's line. In case the lead vehicle is correctly following the ideal line and the chase vehicle passes it, this will result in a large disadvantage for the chase vehicle.

- (3) Collisions must be avoided to the best of the drivers' ability. In the event of contact between both cars during a Twin Drift Battle, the driver at fault will be at a scoring disadvantage. By their subjective discretion, the judges can tolerate occasional contacts between vehicles, if these have no significant effect on the opponent's vehicle and their line. Such contacts will not be penalised.
- (4) In case a driver makes a critical error (as defined in paragraph 5 of Article 20), their run is over and it is considered that the opponent completed their run without errors.
- (5) In the pace zone (between the starting line and the initiation point), drivers must fully accelerate (without any tactics). The chase vehicle must enter the course as close to the lead vehicle as possible. In case the gap between both cars is too big at the initiation point, judges may - at their own discretion - consider this a disadvantage of the chase vehicle.
- (6) Lead vehicle must cross the entire course with a similar speed as in their qualifying run (unless due to weather conditions) and is not allowed to decrease speed unless necessary. Lead vehicle must not use uneven acceleration to create a gap between itself and the chase vehicle. Should the chase vehicle make a mistake or enter the course with a large gap behind the lead vehicle as a result of any such action, mentioned in this paragraph, this is considered a mistake by the lead vehicle.
- (7) At the end of each twin battle (two runs) each judge shall announce his decision. Decisions are:
  - driver A wins
  - driver B wins
  - draw or one more time (X)
- (8) Driver A wins if two or more judges vote "A" (AAA, AAB, AAX - regardless of order). Driver B wins if two or more judges vote "B" (BBB, BBA, BBX - regardless of order). In any other case, drivers repeat both runs (one more time). Any Twin Drift Elimination Battle can be repeated only once, except the Final Battle, which can have a maximum of two more times.
- (9) If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, the Technical Commissioner will verify that indeed the vehicle is beyond repair in time for the second run of the battle and declare this driver the winner of the battle. The driver will receive points for winning this battle, however they cannot move on in the competition. If such a case arises in the Final Battle, the Organiser reserves the right to extend the time allowed for repairs by additional 10 minutes (total maximum repair time is then 20 minutes).
- (10) All judges' decisions in Twin Drift Elimination Rounds are officially documented. In qualifying runs, the total score of each run is documented.

## **AWARDS AND PRIZES**

### **ARTICLE 22 (INDIVIDUAL RACES AWARDS)**

Organizer of each race is obliged to confer awards to the best drivers at the end of each individual race.



## **ARTICLE 23 (SEASON AWARDS)**

At the end of the season organizer of the Adria Drift Series will confer final awards to the best drivers considering overall results achieved during the whole racing season.

## **SAFETY AND RESPONSIBILITY**

### **ARTICLE 24 (SAFETY BY THE TRACK)**

Throughout the whole competition there is required the presence of emergency medical assistance, firefighters and security guards.

### **ARTICLE 25 (SIGNALIZATION)**

On the track the following flags or light signals are used:

- at the start – national, green or checker flag or start signal lights;
- at the track – green, yellow and red flag.

### **ARTICLE 27 (LIMITED ACCESS IN RACE AND SERVICE AREA)**

- (1) Only people with valid accreditations have access to race and service area at their own risk.
- (2) Each driver can be accompanied by three mechanics or team members who have access to race and service area and are required to sign declaration of responsibility.

### **ARTICLE 28 (RESPONSIBILITY)**

- (1) Obeying speed limit off course (also in service area) is 10 km/h. Driver is responsible for any damage caused due to driving over that speed limit.
- (2) Each driver participates the competition at his own risk. On the day of the event every driver must sign declaration of responsibility before the beginning of each individual competition.
- (3) Each participant is obliged to have their own health and accident insurance.
- (4) Organizer takes no responsibility towards competitors for any kind of injury or damage caused to them.



- (5) All participants (drivers, team members etc.) waive any claim for damages against the organiser of the competition, including any potential accident, injury or damage which may happen to the drivers, their team members and supporting staff within the competition area (including race and service area).

## **PENALTIES**

### **ARTICLE 29 (GENERAL)**

Any irregularity, offense or unsportsmanlike conduct by competitors or their teams shall be declared to Race Management, which will take appropriate measures. Measures may include: warning; financial penalty, to the maximum amount of double application fee; disqualification and exclusion from the competition (race); disqualification and exclusion from the Series (all events). Race Management selects measures at their discretion, depending on the severity and type of offense.

### **ARTICLE 30 (UNAUTHORIZED ASSISTANCE)**

Unauthorized assistance on the track (from spectators, other drivers, team, etc.) shall be penalized with exclusion from the run in which the offense is occurred.

### **ARTICLE 31 (FINES)**

- (1) Absence from the drivers' briefing may impose a 60,00€ fine, in which case an individual briefing is held for the fined driver.
- (2) Missing the verification and technical inspection deadline shall be fined 50,00€ for a delay not exceeding 30 minutes; 100,00€ for a delay of more than 30 and up to 60 minutes; 200,00€ for a delay of over 60 minutes.
- (3) Competitor may be excused of paying a verification and technical inspection delay fine in case of justified reasons. Competitor must inform the organiser about the delay before the verification and technical inspection deadline. The organiser may reject the competitors request to be excused of the fine.
- (4) **Publicly disgracing the Series, including but not limited to social media posts, blog posts and forum posts, shall be fined 200,00€.**

### **ARTICLE 32 (PAYMENT OF THE FINE)**

Fine must be paid on the spot otherwise the driver is disqualified. If the driver doesn't pay his fine even after the disqualification, he is prevented from further participation in Adria Drift Series.



## **FINAL PROVISIONS**

### **ARTICLE 33 (INTERPRETATION AND CHANGES OF THIS RULES)**

- (1) Only Adria Drift Series organizer is entitled to interpret this Rulebook.
- (2) The Adria Drift Series organizer reserves the right to modify and update this rules as well as setting additional conditions. If necessary, the organizer provides additional instructions and notifies the competitors about that in time.
- (3) In all other situations that are not included into this Rulebook the Adria Drift Series organizer brings the decision and makes a statement about that.

### **ARTICLE 34 (CANCELLATION OF THE EVENT)**

The organiser reserves the right to cancel or stop any event in case of objective or safety reasons, as well as due to unforeseen causes. The organiser is not obliged to reimburse competitors for the costs they have incurred.

### **ARTICLE 35 (THE DUTY TO INFORM)**

The organizer will inform the competitors about any changes and additional provisions as soon as possible.

### **ARTICLE 36 (TECHNICAL REGULATIONS)**

Technical requirements are part of this Rulebook.

### **ARTICLE 37 (OBLIGATION TO KNOW THE RULES)**

Competitors and their team bear the consequences of not knowing and ignoring this Rulebook and technical requirements by themselves.

***Adria Drift Series  
March 2020***



# TECHNICAL REQUIREMENTS

## ADRIA DRIFT SERIES

version 2019/1

### INDEX

**19**

**TECHNICAL SHEET**

**20**

**GENERAL**

**20**

**VEHICLE**

**27**

**DRIVER AND RESPONSABILITY**

# TECHNICAL SHEET

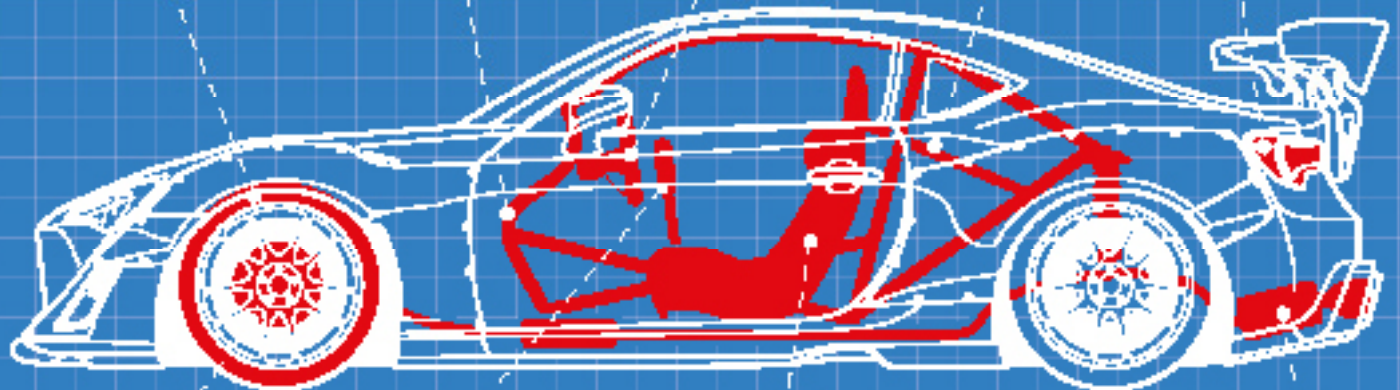
10. Wheels & Tyres

21. Rollcage

8. Steering

20. Harness

12. Lights



7. Brakes

7.2. Handbrake

19. Seats

9. Suspension

5. Exhaust

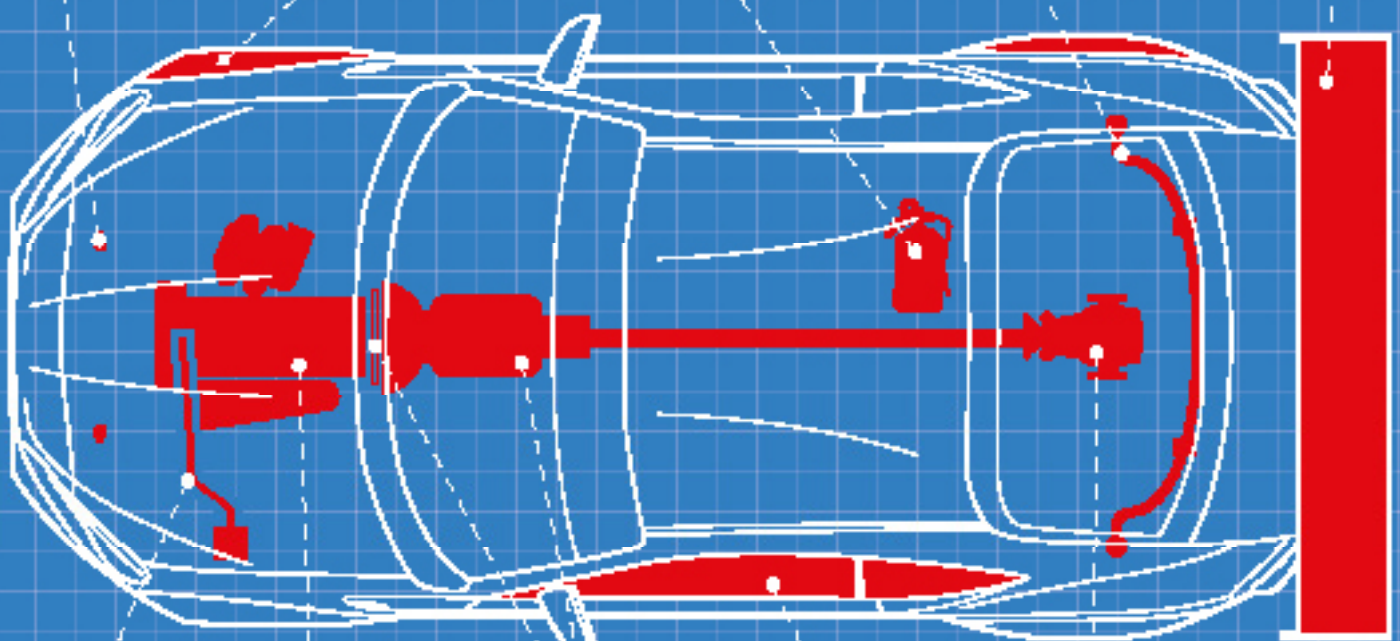
16. Hoodpins

13.3. Widebody

11.2. Fire Extinguisher

9.2. Sway Bar

14. Bodyparts



13.4. Strutbar

4. Engine

6. Clutch and  
Gearbox

15. Windows

6. Differential



# TECHNICAL REQUIREMENTS

## ADRIA DRIFT SERIES

### **ARTICLE 1 (IMPORTANCE OF THE REGULATIONS)**

- (1) These Rules specify the technical requirements and features of the racing cars taking part in the championship and individual races of Adria Drift Series championship (hereinafter vehicle).
- (2) Regulations also provide mandatory equipment of the drivers and for service area for the vehicles.
- (3) Anything that is not specifically permitted by these regulations is prohibited.

### **ARTICLE 2 (VEHICLES IN GENERAL)**

- (1) It is allowed to enter the race with vehicle that have (or had) approval for use on the public road. FIA approval is recommended but it is not necessary.
- (2) Is also allowed to use racing cars with valid or expired FIA approval.
- (3) General condition of the vehicle must be such that it doesn't contain safety deficiencies. Technical Commissioner may review any vehicle at any time and if he judges that its use is unsafe for the driver or other participants (poor maintenance, inadequate modifications), he can exclude it from further competition or race without the possibility of objecting.
- (4) In vehicles with a soft roof, it is recommended to use so-called Hard Tops (factory applied hard roofs) or safety nets.

### **ARTICLE 3 (VEHICLE WEIGHT)**

Vehicles can enter the competition regardless of their weight.

### **ARTICLE 4 (ENGINE)**

- (1) Modifications of the engine are not limited. It is allowed to replace the engine with another engine of the same or other manufacturer.
- (2) The engine must be located in the same position as it is in the factory vehicle and properly mounted.

- (3) If there are found such malfunctions on performance or engine installation that may affect the safety of the contestants and other participants of the competition or may cause any kind of damage, the competitor is obligated to immediately eliminate those malfunctions, otherwise the Technical Commissioner may prohibit him from further participation in training or competition.
- (4) Any leakage of vehicle fluids is prohibited. In case the competition staff detects leakage of any fluids, such a vehicle can be immediately eliminated from the competition or training. The Technical Commissioner shall decide about further participation of the vehicle.

## **ARTICLE 5 (VEHICLE EXHAUST SYSTEM AND LOUDNESS OF THE VEHICLE)**

- (1) The exhaust system is not limited. The catalytic converter may be removed.
- (2) The loudness of the vehicle must not exceed  $98 + 2$  dB (A) measured by the FIA method.

## **ARTICLE 6 (TRANSMISSION)**

There are no restrictions regarding gearbox, clutch or differential.

## **ARTICLE 7 (BRAKING SYSTEM)**

- (1) The modifications to the braking system are allowed taking into consideration that the brake system must be completely flawless and work on all four wheels, with the exception of the handbrake (e-brake), which must operate on the rear wheels.
- (2) It is mandatory for all vehicles to be equipped with a handbrake. It is allowed to install hydraulic handbrake.
- (3) In case of brake fluid leakage the vehicle is immediately removed from the training or competition until the failure is repaired. About further participation of the vehicle the Technical Commissioner shall decide.

## **ARTICLE 8 (STEERING SYSTEM)**

- (1) It is allowed to modify the steering system, as long as the basic operating principle remains the same.
- (2) The steering wheel can remain original or be replaced to such with valid or expired FIA homologation, TÜV approval or the appropriate E code.
- (3) Vehicles that have a steering wheel equipped with an airbag must have it turned off or removed



## **ARTICLE 9 (SUSPENSION)**

- (1) It is allowed to modify the suspension freely, replacing the springs and / or shock absorbers, as long as the basic operation principle remains the same.
- (2) It is allowed to change, add or remove the sway bars.
- (3) Vehicles for which the Technical Commissioner during inspection or during training or racing finds to have improperly set or modified suspension, which could create a risk to the stability of the vehicle or the possibility of overturning, the competitor is obliged to immediately eliminate the irregularities found, or else a Technical Commission may prohibit further participation in the race.

## **ARTICLE 10 (WHEELS AND TIRES)**

- (1) The tires must be approved for road use – street legal (DOT code or approval number on the label E). At the beginning of the single run tires must have visible tread pattern on at least 75% of the tire tread area.
- (2) The use of visually or otherwise damaged tires (e.g. visible wires, improperly repaired tire, etc.) is forbidden.
- (3) It is forbidden to use winter, M+S, racing tires and tires that are producing colorful smoke.
- (4) At the wheels of the same axle there should be the same tires (dimensions, manufacturer, type or model of the tire).
- (5) Spacers with a thickness greater than 20 mm must be equipped with their own mounting bolts for the hub.

## **ARTICLE 11 (SPARE WHEEL AND REQUIRED EQUIPMENT)**

- (1) Installation of certified fire extinguisher is mandatory. Fire extinguisher must be firmly fixed and freely accessible to both a driver, as well as other individuals, who are not present in the vehicle.
- (2) All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC or with SFI17.1. Internal and external activation triggers are mandatory. Outside activation should clearly be marked with the appropriate sticker.

## **ARTICLE 12 (LIGHTS)**

- (1) It is allowed to remove or cover lights except the brake lights, which must work and must not be dimmed.
- (2) It is mandatory to install front brake light. During the night race it is mandatory to have front lights.



### **ARTICLE 13 (BODYWORK)**

- (1) All bodywork parts of the vehicle (doors, bonnets, fenders, bumpers) must be properly fixed to the vehicle.
- (2) It is allowed to modify or replace parts or the entire body with parts of other materials (fiberglass, ABS, carbon, aluminum, etc.), as long as finishing and installation of these parts is such that prevents damage, cuts or scratches of accidental or deliberate contact of people to this part of the body.
- (3) The bodywork must be designed in a way so that fenders fully cover tread surface of the tire.
- (4) Reinforcements of the body and installation of strut bars or additional connection between the suspension mount points on the same axle are allowed.

### **ARTICLE 14 (BODY EXTERIOR MODIFICATIONS)**

- (1) Body exterior modifications (eg. wide fenders or body kits, additional aerodynamic bodywork parts, etc.) and extra reinforcements are allowed.
- (2) Any changes to the exterior of the vehicle should not significantly exceed the dimensions of the vehicle and may not be designed to create sharp edges that may cause damage to other vehicles or people near the vehicle.
- (3) Additional parts must be properly fixed to the vehicle. Doors must be mounted to the chassis with unmodified factory hinges. (Quick release doors are prohibited)

### **ARTICLE 15 (WINDOWS AND WINDSHIELD)**

- (1) It is allowed to replace the side and rear windows of the vehicle with suitable substitutes (eg. Lexan), which must be properly installed and made of such material that in case of damage doesn't endanger the driver.
- (2) It is forbidden to replace the windshield.
- (3) The windshield and windows should not be damaged in any way.

### **ARTICLE 16 (HOOD PINS)**

Usage of hood pins on bonnet and trunk is mandatory.



## **ARTICLE 17 (TOW HOOKS)**

The hook must be colored in a color that contrasts with the body of the vehicle. If the hook is not clearly visible, it must be clearly marked with the word "TOW" or arrows in a color contrasting to the color of the bodywork.

## **ARTICLE 18 (DRIVER'S COMPARTMENT)**

All non-essential and/or loose items must be removed. All parts of the driver's compartment, which the driver may come into contact with must be free of sharp edges.

## **ARTICLE 19 (SEATS)**

- (1) It is mandatory to install FIA homologated racing seats (allowed elapsed homologation) for driver / co-driver.
- (2) The chair must be permanently mounted, it is forbidden to use sliding rails. The passenger seat must meet the same requirements as the driver's seat. The homologation labels must be visible.

## **ARTICLE 20 (HARNESS)**

- (1) Use of homologated at least four-point restraint harness is required.
- (2) Restraint harness must be installed in accordance with manufacturer's requirements.
- (3) Head and neck restraint (HANS) certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are recommended to use at all times on track during practice and competition.

## **ARTICLE 21 (ROLL CAGE)**

- (1) It is mandatory to use roll cage according to the provisions of FIA Appendix J for modern or old touring cars. Roll cage must be equipped with a 6 points or better to chassis.
- (2) In places of possible contact between roll cage and driver, roll cage must be coated with a material that decreases the force of impact.
- (3) Teams can also make a "NASCAR" -style roll cage inside the door. (2 horizontal crossbars and vertical supports) and extend in the outer skin of the door. In this configuration, the outer bands must also have at least three vertical tubular sections connecting the upper and lower rods.



## **ARTICLE 22 (BATTERY)**

The battery can be installed anywhere in the vehicle, but it must be securely mounted so it can not move. The positive terminal of the battery must be shielded.

## **ARTICLE 23 (ELECTRICAL SYSTEM)**

- (1) All electrical installation in the vehicle must be properly insulated and protected. It is not allowed to have wire joints unprotected. Each installation must be securely mounted to the vehicle or its parts.
- (2) Installation of the master cut-off switch is mandatory. Switch must be properly labeled and placed on a location that is easily accessible to the driver and other individuals who are not in the vehicle.

## **ARTICLE 24 (FUEL)**

- (1) Any kind of fuel is allowed, except gas (LPG, CNG).
- (2) The fuel tank cap must seal well and be firmly closed.
- (3) Any leakage of fuel is prohibited. In case the competition staff detect a leakage of fuel, such a vehicle can be immediately eliminated from the competition or training. The Technical Commissioner shall decide about further participation of the vehicle.
- (4) Fuel tank can be original or additionally installed (Safety fuel cells), but in any case it must be properly fixed to the chassis of the vehicle, without the slightest possibility of movement or separation from its position.

## **ARTICLE 25 (DAMAGE)**

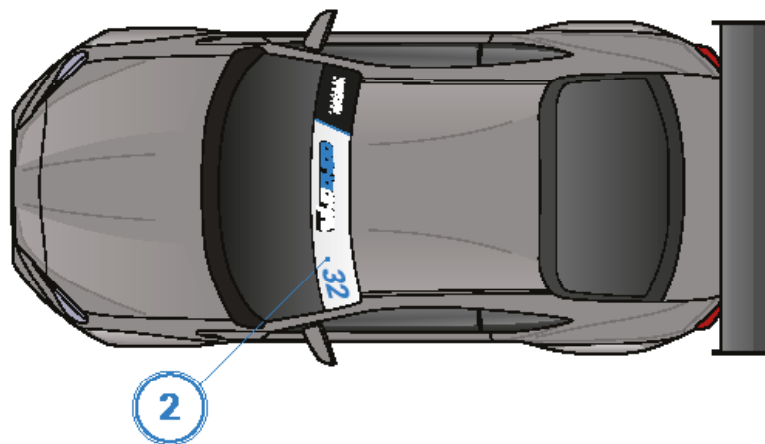
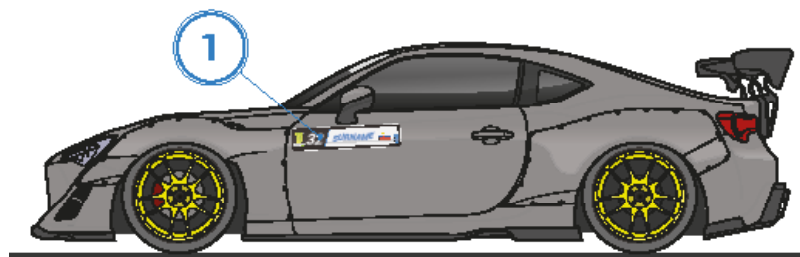
- (1) If the vehicle exterior is damaged during training or competition, further participation of the vehicle is possible only with the permission of the Technical Commissioner. Technical Commissioner can order how the damage to the vehicle can be repaired to allow further participation of the vehicle. He can also prohibit further participation of the vehicle if the damage to the vehicle exterior is too big or improperly repaired.
- (2) It is forbidden to enter the race track without parts of the vehicle exterior (eg. bumper, bonnet, fenders,...).
- (3) Technical Commissioner may permit the vehicle to enter the race track without some parts of the vehicle exterior, if he judges that such a situation does not endanger the safety of the driver and the other competitors and if the damage to the vehicle occurred during the race.



## ARTICLE 26 (COMPETITION NUMBER AND REQUIRED DECALS ON THE VEHICLE)

- (1) At all Adria Drift Series races the vehicles must be equipped with decals that contain driver's name, competition number and eventual championship sponsors. Decals must be fitted at the top of the windscreen (visor) and on the driver's and front passenger's door. Decals are provided by the championship organizer.
- (2) The championship organizer may request that the vehicles are equipped with additional championship sponsors decals. Decals are provided by the championship organizer.
- (3) Each driver may refuse to put mandatory decals on his vehicle (except competition number and driver's name) if he pays certain compensation. The amount of compensation is determined by the championship organizer.

### Adria Drift Series Decals



1. 2x Adria Drift Series Number/Name Plate - 500mm x 100mm.  
Must be placed at the top of the doors.



2. Adria Drift Series Windshield banner - minimum height 150mm.  
Must be placed at the top of the windshield.





## **ARTICLE 27 (DRIVER'S SUIT AND HELMET)**

- (1) Drivers are required to wear a safety helmet with valid or expired homologation.
- (2) Drivers must use racing suit, gloves and footwear. It is recommended to use FIA approved fire-resistant racing suit, gloves and footwear (FIA approval may be expired). If driver is using non fire-resistant racing suit it is mandatory for him to use fire-resistant underwear.
- (3) If driver is not using appropriate safety equipment he shall be disqualified from the race.

## **ARTICLE 28 (VEHICLE SERVICE AREA)**

The use of a floor mat under the vehicle while it is in service area is required. Non-application of the floor mat shall be fined by 50€ and direct disqualification from the competition.

## **ARTICLE 29 (RESPONSIBILITY)**

The driver is completely responsible for any damage (material and non-material), which, in consequence of failure to comply with these rules, occurred to him or anyone else.

***Adria Drift Series***  
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