

FIA INTERCONTINENTAL DRIFTING CUP 2018



2nd to 4th November 2018

SPORTING REGULATIONS

2018 FIA Intercontinental Drifting Cup

Sporting Regulations

1. FOREWORD

The FIA will sanction the Intercontinental Drifting Cup (IDC), which is the property of the FIA, for drivers.

FIA Intercontinental Drifting Cup Executive Committee shall organize the FIA Drifting International Cup (hereafter "the Competition") under the guidance of the following regulations created by the FIA, which are evolved from various regional and national drifting competitions.

All the participating parties (FIA, ASN's, Organizers, competitors) undertake to apply as well as observe the rules, governing the Cup.

2. REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA 'General Prescriptions' and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the stewards of the meeting.

3. GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the FIA Drifting Regulations(FIA-D.R.), This Regulations and Official Notices.

4. GENERAL CONDITIONS

4.1 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an entrant is unable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly with the competitor for ensuring that the requirements are observed.

4.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the races.

4.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

4.4 a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, track must wear an appropriate pass at all times.

4.4 b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of

competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, and, finally, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached.

5. DRIVER AND COMPETITOR ELIGIBILITY

5.1 Drivers eligible for the Competition should be one of the highest-ranked participants of a drifting series held in any country or territory in the world and have the backing of one or more of the series' promoters.

5.2 If fewer than 16 eligible drivers are gathered for the Competition, top-ranked drivers in the host country may be added to the roster to make up the numbers.

5.3 All drivers and competitors entered in this Competition must hold valid licenses or permits issued by the ASN of their country or territory. If the driver is also the competitor, they will need to appoint a representative.

The driver intending to participate in FIA Drifting competition must have valid International competition license (at least FIA int'l D1) issued by their parent ASN.

5.4 Requirements for participating teams (Competitors):

- a) The participating team should be composed of three people at minimum, each of which can work in the capacities of a team representative, driver and pit crew and they must be registered with the Promoter.
- b) Driver can be a team representative, however the right to represent the team during an Event must be delegated to other pit crew in writing.
- c) The team representative must put the car under his/her complete control (right to use, maintenance, compliance to the rules, etc.).
- d) The name of the team should be an own name in principle. If the name of the sponsor is in it the composition "the own name + one sponsor" must be respected. This restriction however will not apply to the name of the car.

5.5 Teams with two or more cars:

- a) The names of the cars may be decided individually however the name of a team must be only one for registration purpose. The name of a team identified will be shown on the classifications etc.
- b) The registered team representative, contact person and bank account must be consistent respectively.

5.6 The number of cars entered will be limited to 32 cars.

5.7 Equipment's for the drivers:

a) Flame-resistant clothing

All drivers must wear overalls, plus long underwear, a balaclava, socks, gloves and shoes homologated to the FIA 8856-2000 standard (Technical List N°27). Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC must be respected.

b) Helmet

The driver shall wear a helmet in accordance with one of the following FIA standards 8858-2002, 8858-

2010, 8859-2015, 8860-2004 or 8860-2010. Chapter III – Drivers' Equipment, Article 1 "Helmets", Appendix L to the FIA ISC must be respected. The helmet shall be included in Technical Lists 33, 41 or 49.

c) Frontal Head Restraint (FHR)

FHR in compliance with FIA Standards 8858-2002 or 8858-2010 is compulsory. Only FHRs following Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC are accepted.

6. COMPETITION

6.1 The Competition shall consist of three days; one for administration, scrutineering and practice, a second for qualifying/solo runs, and the third day for the Battle runs.

6.2 The Competition shall be held on a non-permanent course as defined by FIA guidelines.

6.3 The Competition shall be defined as an international competition and be held in the schedule below.

6.4 The Promotor retains the option to name a supporting event or series. Any supporting event must be named in the Supplementary Regulations and approved by the FIA. If a supporting event is included, the FIA Cup will retain priority at all times, especially in regards to the event schedule.

Round	Date	Venue	Prefecture	Country
IDC Practice Runs & D1GP Qualify (Supporting comp.)	Friday 2 nd November 2018	NOP Section Daiba TOKYO Non-Permanent Course	Tokyo	JAPAN
IDC Qualifying/Solo Runs & D1GP Final (Supporting comp.)	Saturday 3 rd November 2018	NOP Section Daiba TOKYO Non-Permanent Course	Tokyo	JAPAN
IDC Final (Solo/Battle Runs)	Sunday 4 th November 2018	NOP Section Daiba TOKYO Non-Permanent Course	Tokyo	JAPAN

7. FIA CUP

7.1 The FIA Cup shall be awarded in to the winner of the Battle Tournament.

7.2 Prizes will also be awarded to the driver placed first in the Solo competition and those finishing in second and third in the Battle competition.

8. ORGANISATION AND INSURANCE

8.1 The organizer shall be registered with the ASN of the host country or territory and must be qualified to organize the Competition.

8.2 The organizer shall supply the information set out in Appendix 4 – Part A to the FIA no later than 30 days

before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 15 days before the Event.

8.3 The Competition shall be organized in accordance with an organization agreement reached between the ASN of the host country or territory and the FIA.

8.4 The promoters of the Competition must ensure that all spectators, competitors and their personnel, and drivers are covered by third party insurance.

9. FIA DELEGATES

For each Competition, the FIA will nominate the following Delegates who may have assistants:

- Technical Delegate,
- Media Delegate,
- Medical Delegate (if deemed necessary by the FIA Medical Commission)

It may also nominate:

- Observer(s).

The role of the FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Event are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Event.

10. OFFICIALS

10.1 Stewards: One Steward shall be a citizen of the same country or territory as the governing ASN, one shall be a citizen of a different country or territory, and one shall be appointed by the FIA (any nationality)

10.2 Race Director: The Race Director shall be appointed by the FIA.

10.3 Technical Delegate: The Technical Delegate nominated by the FIA shall be responsible for the scrutineering of all vehicles and shall have full authority over scrutineers in the host country or territory.

10.4 The Clerk of the Course: The Clerk of the Course shall manage all operations during the Competition and be in constant radio contact with all marshals.

10.5 Judges (Judges of fact): Judges shall assess drifting performances, make judgments concerning contact between vehicles during the Competition and apply scored to each solo and battle run.

10.6 Starter: A Starter shall be stationed in the starting area to give starting signals and make judgments concerning a driver's start.

10.7 A list of officials names shall be published in the Appendix 4.

11. ENTRY

11.1 The organizer of the Competition has the right to refuse any entry should it be deemed to be against the best interest of the Competition.

11.2 Competitors must fill in the entry form sent with an invitation from the promoter and submit it to the organizer by the end of August 2018. The following information must be entered:

- a. The names of the competitor and driver

- b. The make and model of the entered vehicle
- c. The manufacturer and Brand name of the tires used in the Competition

11.3 The following documents should also be emailed at the time of the entry submission:

- a. A color photocopy of an ASN-issued driver's license or permit
- b. Color photographs of the driver and entered vehicle that are not subject to copyright or other legal restrictions
- c. A completed FIA Technical Information Request Form.

11.4 The applicant must read and understand the Code, the technical regulations, and the Regulations and ensure, on behalf of themselves and of everyone involved with their participation in the Competition, to observe them.

11.5 Application and remittance destination for the entry fee as follows.

- a. Posting address for the entry format.

Entrant Desk

Intercontinental Drifting Cup Production Committee (Sunpros)

6-27-30, Shinjyuku Eastside Square, Shinjyuku-ku, Tokyo, Japan

Email : entry@fiadriftingcup.com

- b. Entry fee/ per car

US\$2,500 (FIA participation fee)

US\$1,000 (insurance for 3 persons and credential pass)

(OPTIONAL) US\$2,500 (accommodation for 3 persons for 4 nights)

- c. Bank account for the remittance of the entry fee.

FIA IDC / SUNPROS BANK ACCOUNT INFORMATION

Bank Name: Resona Bank.Ltd

Branch: Shintoshin Banking Department

Address: 6-12-1 Nishi-shinjuku Shinjuku-ku Tokyo

Country: Japan

SWIFT CODE: DIWAJPJT

Account No: 0127582(USD)

Name: Sunpros co,Ltd FIA INTERCONTINENTAL DRIFT

Address: shinjukuku-eastside square 7F 6-27-30 shinjuku,shinjuku-ku Tokyo,160-0022
Japan

- d. Payment by PayPal

After you select Paypal on the entry form, entrant desk sends you the payment method.

12. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

12.1 The Stewards, Race Director and/or Clerk of the Course may give instructions to competitors by means of circulars in accordance with the Code. These circulars shall be distributed to all competitors, who must acknowledge receipt by signature.

12.2 All rankings and results of the Solo Competition and Battle Tournament, as well as decisions issued by officials, shall be posted on the official notice board.

12.3 Competitors must be informed of any decision or communication concerning them within 30 minutes of the issuance of said decision or communication. The receipt of said decision or communication must then be acknowledged in writing. This does not apply to Competition results.

13. INCIDENTS

In case of contact, collision, or spinning in the Battle Tournament, unless the Race Director or Stewards determine that, contrary to the judges' scoring decision, a different driver was clearly at fault, the occurrence shall not be treated as an "incident".

14. PENALTIES

14.1 The Clerk of the Course may decide to impose penalties for offences based on the judges' scoring decision, provided that said penalties and offences are elaborated in the Regulations. However, if the Race Director or Stewards arrive at a completely different conclusion, the Competition may be interrupted to investigate the situation.

14.2 a) It shall be at the discretion of the stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an incident shall be penalized.

b) If a driver is involved in a collision or Incident (see Article 14.1), and his team have been informed of this by the stewards no later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

15. PROTESTS AND APPEALS

15.1 Protests must be filed in accordance with the Code and accompanied by a fee of US \$1,000 or equivalent sum of money in the currency of the host country or territory.

15.2 Any protest or appeal filed after the end of the Solo Stage shall not affect the Battle Tournament.

15.3 Protests against any decision concerning the Battle Tournament shall be accepted only after the end of the Battle Tournament.

15.4 Appeals may not be filed against the following:

- a. A Steward's decision, when in compliance with Art. 12.2.4 of the FIA ISC.
- b. The judges' assessment and scoring decision
- c. Any decision related to offences and penalties elaborated in the Regulations

16. DRIVING

16.1 During the Competition, the driver must drive their vehicle alone and physically unaided by anyone, including officials. Should a driver employ a Spotter, it must be a member of his crew already registered with the organizers.

16.2 The Track shall be defined as the area demarcated by white lines, and drivers should attempt to keep

their cars inside these areas at all times.

16.3 If there is danger of oil leaking or other hazard due to vehicular damage caused by collision, the driver of the vehicle must move their vehicle off the course via the quickest route possible, making sure to avoid the Track.

16.4 Drivers may not drive on the Track at their own discretion during the Competition.

17. RACE NUMBERS AND NAME ON THE CAR

17.1 Each car must carry the race number supplied by the Organizer at the designated places.

17.2 Driver's name and the flag of his/her nationality must appear on the upper part of the side doors or side parts of the roof.

18. PROMOTION

18.1 Drivers must take part in any promotional Activity requested by the Organizer such as autograph sessions, press conferences, and pre-race parades.

18.2 The drivers, competitors and manufacturers must give the right to the Organizer to use their name and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Competition and competition of drifting.

19. ELIGIBLE CARS

19.1 Cars must comply with the prescriptions defined under the Appendix-1 "Vehicle regulations" of these regulations.

19.2 If the car is found at scrutineering to not fully comply with the Vehicle regulations, the car concerned may take part in the Competition at the discretion of the Technical Delegate by using measures applied to each case.

19.3 Any electric device (EDS) used by the Judges when scoring must be installed to all participating cars in accordance with the Appendix -2 "I.D.C. Scoring Criteria".

19.4 Noise produced by the competition car will be measured while driving and any car which noise exceeds 113db may be penalized, up to the exclusion of the car.

19.5 The official scrutineering will be carried out within a specified time. If any car is notified for re-scrutineering, this car must immediately step out from the sequence and be inspected.

19.6 Only the same vehicle can participate in the Solo and Battle competitions.

20. FUEL

20.1 Limited to normal commercial fuel sold for automobile use. The use of Leaded petrol is prohibited.

20.2 Mixture of the fuels sold normally is permissible.

20.3 The use of Nitrous Oxide is not permitted.

20.4 When the storage and refueling places are designated by the Organizer it must be respected.

20.5 Refueling operations must be carried out by the fuel mechanics wearing fire-resistant clothing, including

overall, gloves and balaclava comply with the FIA standard 8856-2000 or SFI standard.

21. RESTRICTED AREA

- 21.1 **【Course】** A collective term of the areas from the start line to the stand-by area via judges' area.
- 21.2 **【Start area】** A collective term of the areas from the pre-stage area to the start line.
- Drawing may be provided to show the places of starting area, pre-stage line for approach, waiting area and tire-heating area in the supplementary regulations.
 - Drivers must wear all his/her stated driving equipment at the pre-stage line.
 - Start will be given by the starting signals.
- 21.3 **【Stand-by area】** Area containing the lines of cars for starting Solo and Battle competitions or a collective term of the areas of hot pit (including tire peeling area) for Battle competition.
- 21.4 **【Pit area】** A collective term of each pit.
- Minimum pit space of 5m (frontage) x 10m (depth) will be allocated for one participating car and all equipment of the team must be placed within the pit space.
 - If a restriction of time when the start of the engine in the pit area is specified it must be respected.
 - The refueling in the pit area is not permitted. The refueling is limited to the designated place.
- 21.5 **【Paddock area】** A collective terms of areas where a competition car goes through except the course, start area, stand-by area and pit area.
- Refueling operations must take place only in the area allocated by the Organizer

22. SPORTING CHECKS

- 22.1 Each competitor must have all documents required available as well as the various documents relating to his car.
- 22.2 The organizer will check all licenses. The list of competitors, drivers and the cars that were admitted to the Competition must be published by the Stewards after the sporting check and Scrutineering.

23. OBLIGATORY DISPLAY

- 23.1 Competitors must affix advertising stickers of the Organizer and the Promoters on the bodywork in accordance with the provision of the supplementary regulations before the scrutineering.
- 23.2 Competition number of car – The competition number will be assigned by the organizer, and the participant must not display any other number than this.
- 23.3 Livery of car – The competition number, official event stickers, and the obliged sponsor stickers must be fitted to the designated positions of the participating cars. (Refer to Appendix -3)

24. SCRUTINEERING

- 24.1 Initial scrutineering of the car will take place in the pit assigned to each competitor.
- 24.2 No car may take part in the Competition until it has passed the scrutineering.
- 24.3 The scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during the Competition.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.

24.4 Correct installation of the measuring device used by the Organizer (EDS) will be checked at the scrutineering.

24.5 No car may take part in the Competition until it has been passed by the scrutineers.

Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

25. TIRE

25.1 Participants must register the brand name and the size of tire intended to use in the Competition.

25.2 The tires which are admitted in the Competition must be sold normally.

25.3 The Organizer may request the competitors to present tire sample to check the conformity and the competitors cannot refuse it. If any infringement is found, the competitor concerned may be penalized up to the exclusion of the car. In this case cost incurred for the tire checking must be borne by the competitor.

26. BRIEFING AND DEBRIEFING

26.1 All drivers entered in the Competition, and their competitors' appointed representatives, must attend.

26.2 The official driver's briefings (compulsory) and debriefings (optional) should be specified in the event schedule within the official time table.

26.3 Following each briefing, a summary of what was discussed should be recorded by the Secretary and published on the official notice board.

26.4 Outside of official briefings and debriefings, competitors are not permitted to talk with the Judges from the beginning of event administration until the publication of final results.

27. PRACTICE

27.1 Participating cars will be divided into groups of approximately 10 cars each and the practice session will be organized for each group within a designated period of time.

27.2 The starting order within a group is free but if the starter gives signals for safety reason drivers must respect it.

27.3 If a mechanical scoring measurement is used unofficial scoring results will be provided.

28. SOLO COMPETITION

28.1 For the Solo runs, competitors will be divided into groups in the order of their position in the entry list.

28.2 Two runs will be organized for each driver after the sighting lap. The higher scoring run of each driver is considered for establishing the classification.

28.3 Scoring will be made in accordance with the Appendix-2 "Scoring Criteria".

28.4 Top 16 in the Solo competition will proceed to the Battle competition. In case of tie, the total points of the two trials will be taken into account.

28.5 The position in the Battle tournament will be allocated according to the order of the ranking of the Solo competition.

29. SOLO PROCEDURE RULES

29.1 Should a car have a problem in the Stand-by area preventing it from taking its correct position in the running order, the car will lose its right to start that run, and the following car will instead be brought forward.

29.2 If any problem occurs on a car after it is lined up in the stand-by area, this car may only start at its designated position in the remainder of scoring runs of the relevant group provided the car can be repaired in the stand-by area.

29.3 If a car has a problem after starting its run, it is deemed to have withdrawn the start at the time it escaped from the field and returned to the paddock. All competition cars must return to the stand-by area after they finish the competition.

29.4 If any trouble occurs on a car after it takes start, the participant must immediately report the situation to the starter and the scrutineer. The starter and the scrutineer will check the car and if they consider that the relevant car is no longer able to run, the starter may notify the participating driver of the cancellation of the start. The starter must then report it to the Clerk of the Course immediately.

29.5 Only one pit crew is allowed to enter in the stand-by area in order to assist the engine to be started.

29.6 Tire changes and refueling operations in the stand-by/start area are not allowed. However, maintenance work which does not hinder the procedure of the competition by the driver is permitted. The official may perform a task only for the security and the smooth operation of the competition. Emergency measures such as dismantling of exterior parts which are likely to drop out, repair of bumper by packing tape or moving cars to safe place may also be performed.

29.7 When a competition car stays in the stand-by/start area, no tools etc. may be handed to any person in relation to the car from outside of the course.

29.8 When a car does not start immediately after the starter's instruction, it is deemed to have abandoned the start.

29.9 Push-start by official is prohibited.

29.10 Any car not ready for its correct start position and time within the Stand-by area may be deducted one point from its relevant Solo run. Should the following car not reach the pre-stage line when the car in front starts, that competitor will be deducted one point.

29.11 From the moment when the end of the Solo run is signaled, Parc Ferme rules will apply. Parc Ferme will be in front of each car's allocated garage or at a location determined by the Clerk of the Course or Race. Cars may be sealed during this period.

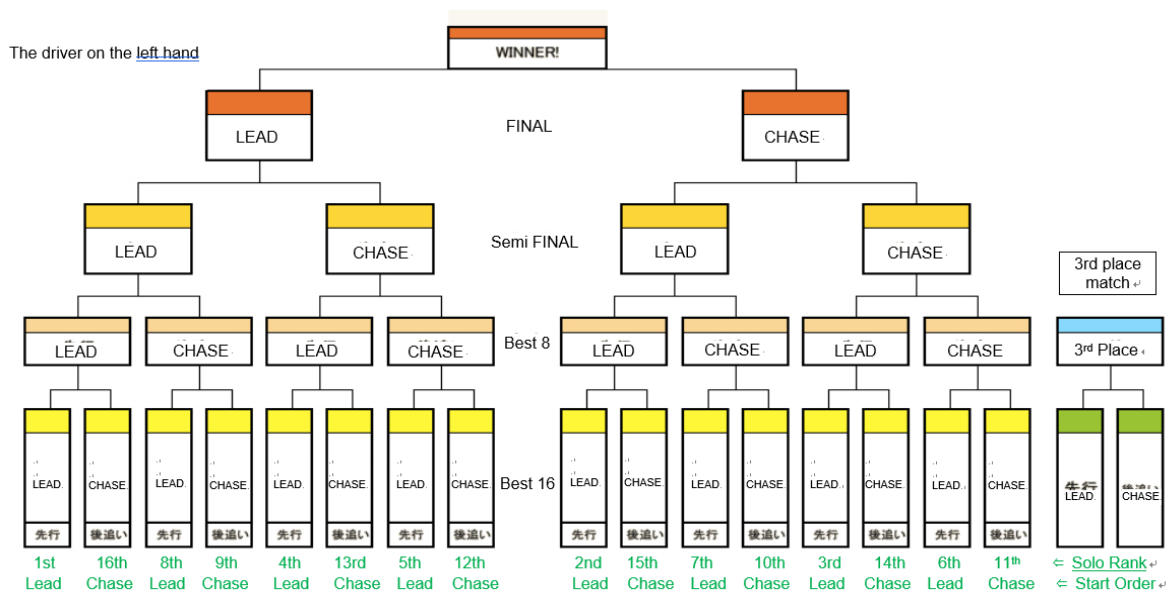
29.12 Refueling or maintenance time starts from the end of "Parcferme".

30. BATTLE COMPETITION

30.1 According to the result ranking of the Solo competition. The Battle competition will be organized as a tournament system, as detailed below in Drawing 1.

30.2 The winner of the Battle competition is determined by Scoring Criteria in Appendix-2.

Drawing 1



31. BATTLE PROCEDURE RULES

31.1 The first foregoing car will be the car on the left-hand side of the bracket. They will therefore be the Lead car in the first leg of the battle.

31.2 Any tire-peeling runs may be carried out in the stand-by area, provided that it can be organized safely and without hindering any procedure of the Battle. The way of use of this site will be designated in a driver's briefing.

31.3 There is no restriction on the number of mechanics permitted to work on a participating car at the hot pit established in the stand-by area.

31.4 At the stand-by area for the Battle finals, tire change and refueling is permitted. However only a portable container made exclusively for petrol (max capacity no greater than 20 liters) is authorized. If the storage condition of equipment at the stand-by area is deemed to be inappropriate, the official staff will immediately warn the team concerned. Teams that do not obey the admonishment will be excluded from the event.

31.5 During a match between Leader (foregoing) and Chaser (chasing), any tire change and refueling operations are prohibited. If any person acts against this rule the relevant car must be positioned one rank lower for the run right after that.

31.6 The 5 minutes between from Battle matches (including extended competition) may be used for repairs

or tuning of the car or change of parts. Timing will begin when the mechanics first touch their car on the ground within the hot pit. Mechanics are not permitted to touch the car before it is on the ground in the hotpit. Failure to adhere to this will result in the competitor being referred to the Stewards. The time window will be accumulated 5 minutes up as far as the matches by the top 8 of the Battle tournament. Following the matches by the top 8, the accumulated time up to that point will be reset and a further 5 minutes of accumulated time will be permitted until the end of the competition. If a car overruns their allotted accumulated time, the team concerned loses the match.

31.7 Countdown is automatically started at the warning of 3 min remaining time.

If a competitor fails to report to the start line ready to commence their run before the end of the 3 minute period, they will be excluded from that run.

31.8 If both cars cannot reach the starting line, the starter declares a time-up, and the result for the 1st match will be decisive.

31.9 If the opponent is not able to start within 5 minutes, the car may hold the right to proceed to the next match after it takes a lap around the course by itself within the allotted time of 5 minutes.

31.10 The competition cars must return to the stand-by area and prepare for another Battle run after each Battle competition and the drivers must move their cars to the designated place and park them for a prize giving ceremony.

31.11 The scoring of the Battle competition will be made by the judges, with the assistance of the EDS. The driver who wins the highest total rating of "Leader (foregoing)" and "Chaser (chasing)" runs will be the winner. When an extended match (one-more-time) is necessary, the two cars start at an even state without any difference of rank.

31.12 In the first round of matches within the Battle Competitions, no One-More-Times will be utilized. Instead, the Judges will defer to the scores of the Solo runs, with the higher scoring car in the Solo being deemed the winner and progressing to the next round. From the round of matches of the final 8 through to the third place play-off, a single One-More-Time will be permitted. If the Judges can still not separate the drivers after the one more time, they will again defer to the results of the Solo competition. For the final match of the competition, there is no limit to how many One-More-Times can be employed by the Judges.

31.13 The starting position for the Battle will be decided by the judges before the first official practice session and must be notified to the competitor. Both drivers have a duty to drive their cars without a distance between them up to the positions of the marker on the course put for establishing the sections.

31.14 Any car that fails to be by the designated time in the stand by area and ready to start will be lowered by one Battle rank for the relevant competition. However, if the car misses its starting order for a match it lose its right to perform the match.

31.15 The starting process is conducted through a light signal. A competitor must be ready to start as the red light flashes, and starts the run when the red light stops flashing and goes out. It is considered the starting delay in case of yellow light blinking during the red-light flashing.

31.16 Before the first starting drift or change angle of the Leader car in the scoring section, the trailing follower must not position the front end of the chaser vehicle ahead of the trailing end of the Leading.

This act is subject to a penalty.

31.17 From the moment when the end of the Battle run is signaled, Parc Ferme rules will apply. Parc Ferme will be in front of each car's allocated garage or at a location determined by the Clerk of the Course or Race. Cars may be sealed during this period.

32. STOPPING THE COMPETITION DUE TO A CHANGE OF SURFACE CONDITION

32.1 If the surface condition changes significantly, the procedures of the competition may be interrupted by the judgment of the Clerk of the Course.

32.2 The interruption may be made in principle, at the end of the performance of each group for Solo runs, or when all cars in a group finish the scoring runs (all cars in a group finish the same number of runs).

32.3 In the event of sudden weather changes where a drifting run is considered to be too dangerous, the competition may be suspended, even when all cars have not yet finished the prescribed number of runs.

34.4 The declaration of wet condition for scoring will be made by a mutual agreement of the Clerk of the Course, the Judges and the starter.

33. RESUMING THE COMPETITION

33.1 The sunset will be the indication of the limit of resuming.

33.2 At the start of the resumption, the starter must notify the competitor of the procedure for resuming.

33.3 If the competition was suspended due to a change of the surface, it may be inspected before the competition is resumed.

33.4 For resuming the competition, the cars will perform the remainder with the leader of the relevant group in the lead without counting the number of runs at the time of suspension.

(Example: If the surface changed during the second run of the A group, the second one of the leader of the A group will be performed over again (in order to balance the number of runs in a group) after a checking run for confirming the number of runs specified by the Clerk of the Course.)

33.5 For the scoring after surface changes, the points and the ranking will be issued after each Solo run, although, these are treated as provisional points and ranking, and final points and ranking for Solo will be determined by the amended points of each group collectively at the end of all Solo runs.

34. PIT-IN AND WORKS DURING THE STOPPING OF THE COMPETITION

34.1 If the Clerk of the Course declares the suspension of the competition during a session of Solo runs owing to a climatic change such as heavy rain or big wind, the cars may enter into their pit and the change of setting or tire change are allowed in the paddock.

34.2 No pit-in up to team's or individual consideration other than by the declaration of suspension of competition by the Clerk of the Course is permitted under any circumstances. In such case the relevant team will not be allowed to join the competition from the time of the pit-in and is deemed to have abandoned the start.

35. CLASSIFICATION OF SOLO COMPETITION

- 35.1 The ranking order for the final matches of Solo runs will be made by the scored points during both Solo runs will be taken into account in case of tie.
- 35.2 If the Solo competition must be cancelled, the relevant event ends up in failure and no classification will be made. No Awards can be given to any competitor.

36. CLASSIFICATION OF BATTLE COMPETITION

- 36.1 For the positions of 5th and below in the finals of the Battle Tournament, ranking is decided in a stepwise manner, for the drivers who exited in the round of the final 8 of the Battle, the result of their Solo is adopted, and then, for the drivers who exited in the round of the final 16 of the Battle the result of their Solo is adopted.
- 36.2 The 1st place overall will award to the final winner of the Battle Tournament, the losing opponent in the final will be classified as 2nd overall. The two beaten semi-finalists will contest in a Battle match to determine the 3rd and 4th places.
- 36.3 If the Battle competition is cancelled or suspended, the competition is terminated and the classification of the event will be established by the ranking of the finals of the SOLO (single runs) and each order at the end of Battle ladder.
- 36.4 In the event that the competition is terminated before the matches for the top 16 (8 matches) of the finals of Battle have been completed:
- a. The Battle competition ends up in failure, as the results of the Battle competition cannot be established because the practical matches of top 16 were not completely performed.
 - b. The classification of the event will be made based only on the results of the finals of the Solo runs.
- 36.5 In the event that the competition is terminated after the matches for the top 16 (8 matches) of the finals of Battle have been completed:
- a. At the time of the termination, the Battle competition comes into existence.
 - b. The classification will be established in keeping with the results of finals of the Solo runs, according to the Art.36.1 of these regulations.
 - c. Will be awarded depending on the order coupled with the degree of the procedure of the competition. The classification of the 8th position will be awarded to all the drivers in the top 8.
- 36.6 In the event that the competition is terminated after the matches for the top 8 (4 matches) of the finals of Battle have been completed:
- a. The classification will be established in keeping with the results of finals of the single runs according to the Art.36.1 of these regulations.
 - b. Will be awarded depending on the order coupled with the degree of the procedure of the competition. The classification of the 4th position will be awarded to all drivers in top 4. If it was decided that the competition was terminated during the matches of the top 8, all matches of the top 8 will become void.
- 36.7 In the event that the competition is terminated after the matches for the top 4 (2 matches) of the finals of Battle have been completed:

- a. The classification will be established in keeping with the results of finals of the Solo runs, according to the Art.36.1 of these regulations.
- b. Will be awarded depending on the order coupled with the degree of the procedure of the competition.
The classification of the 2nd position will be awarded to both drivers who participate in the final match.
- c. The classification of the 4th position will be awarded to both drivers who participate in the third-place match.

37. PODIUM CEREMONY AND PRESS CONFERENCE

37.1 The driver finishing the Solo competition in 1st position and the drivers finishing the Battle drift tournament in 1st, 2nd and 3rd positions must attend the prize-giving ceremonies held on the podium.

37.2 Any drivers requested to attend the press conference in media center must attend and answer any interviews.

37.3 Trophies will be presented during the podium ceremony to the following drivers:

- The overall winning driver
- The driver classified 2nd
- The driver classified 3rd
- The 1st place driver in the Solo competition.

38. PRIZES

Prize money will be given to the top three drivers in the final classification, as per below:

- | | |
|--|---------------|
| - Winner of the FIA INTERCONTINENTL DRIFTING CUP | 1,000,000 JPY |
| - 2nd position of the FIA INTERCONTINENTL DRIFTING CUP | 500,000 JPY |
| - 3rd position of the FIA INTERCONTINENTL DRIFTING CUP | 300,000 JPY |

39. OBLIGATION REGARDING FINE AND PENALTIES

Each competitor taking part in the IDC has the duty to pay any fines issued as a penalty resulting from disciplinary offences decided by the Stewards during the relevant event to the designated bank account of FIA.

40. ADVERTISING AND RIGHTS

40.1 All advertising on cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and comply with any national restrictions required in order to permit the host broadcaster to transmit the event.

40.2 Competitors must accept the logos of the official sponsors affixed to the upper part of the windshield and on both sides of the car of which right is kept by the Organizer.

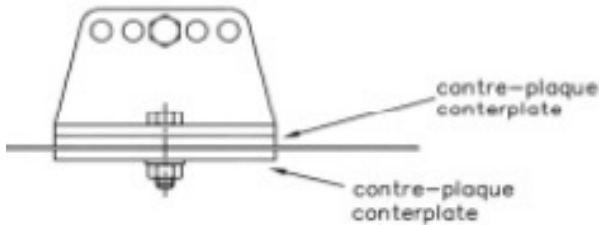
40.3 All audio/visual rights are the property of the respective event organizer in accordance with the FIA regulations and based on the trademarks and copyrights relating the Event.

40.4 Competitors must not use the FIA IDC logo without permission of the promoter.

40.5 Competitors should not use any FIA IDC videos without permission of the promoter

Attached documents

Appendix -1 2018 FIA Drifting Intercontinental Cup Technical Guidelines

DEFINITIONS AND GENERAL PRESCRIPTIONS	
Language	The English version of these guidelines shall be considered as the authentic text in the event of a dispute.
Eligible Vehicles	The origin of the competition car shall be a production car (stock car).
Eligible Entries	All entrants must submit a completed Vehicle information document to the event organisers before the event.
	Acceptance of the final entry will be subject to acceptance of this information and compliance with it when the vehicle is inspected as part of the initial scrutineering.
WEIGHTS AND DIMENSIONS	
General	All measurements will be taken whilst the car is stationary on a flat horizontal surface.
Car Weight Limits	Minimum 930 Kg – Maximum 1,650 Kg
	The weight can be taken at any time with the driver on board.
Ballast	It is permitted to complete the weight of the car by ballast that may be made from stacking metallic plates. The maximum total weight of ballast fitted to the car should not exceed 50Kg.
	The plates must be fixed by means of tools, with the possibility of affixing seals, and must be placed visible on the floor of the cockpit.
	The ballast must be attached with bolts of at least 8.8-class with a minimum diameter of 8 mm, with counter plates, according to the principle of Drawing 253-65C .
	<div style="text-align: center;"> 253-65C  </div>
	The minimum area of contact between the bodyshell and the counter plate is 40 cm ² for each fixing point.
	Any movable ballast system is forbidden.
Overall Length	Max. 5,000mm
	Any vehicle exceeding these dimensions must be submitted to the organiser for approval.
Width of bodywork	Max. 2,000mm
	Any vehicle exceeding these dimensions must be submitted to the organiser for approval.

Height of bodywork	Max. 1,500mm
	Any vehicle exceeding these dimensions must be submitted to the organiser for approval.
ENGINE	
General	The vehicles original engine may be replaced with an engine that is commercially available to the public.
Engine block	Must be commercially available
Cylinder head	Must be commercially available
EXHAUST SYSTEM	
	It is highly recommended that the orifices of the exhaust pipe(s) are placed at a maximum of 45 cm and a minimum of 10 cm from the ground.
	It is highly recommended that the exit(s) of the exhaust pipe(s) are within 20cm inside the perimeter of the bodywork and behind the line connecting the rearmost edges of the rear tyres.
	Adequate protection must be provided in order to prevent heated pipes or the gases exiting from the pipes from causing burns.
	The exhaust system must not be provisional.
	The exhaust pipe should be routed away from the fuel tank, breather and catch tank(s).
	If not, an appropriate thermal barrier or fire prevention measure must be installed between it and the fuel tank, breather or catch tank(s).
	It is highly recommended that all Exhaust gases only exit at the end of the system.
FUEL CIRCUIT GENERAL	
Fuel Tank	The vehicle shall have the original, unmodified fuel tank or an FIA-approved safety fuel tank in compliance with Article 253.14.
Fuel Tank Position	If the vehicles original fuel tank is used it must be in its original position.
	If an FIA-approved safety fuel tank is used it must be no less than 300mm from the outer bodywork.
Fuel Tank Protection	If the vehicles original fuel tank is not used, its replacement must have a protective panel installed between the ground and the fuel tank.
Fuel Lines	When a fuel line passes through the cockpit, it must be protected by a metallic cover (ref. Art. 253-3). No connections or joints are allowed inside the cockpit (ref. Art. 253-3)
Additives	The use of Nitrous Oxide is permitted if the event regulations or the laws of the country in which the event is being held allow its use.
ELECTRICAL EQUIPMENT	

Battery	Its fixation must be able to withstand a load of 25 times the weight of the battery cell in any direction.
	The positive terminals must be insulated to prevent electrical short circuits.
	Except when a dry battery is installed in the cockpit, it must be contained in a case and isolated from the cockpit.
Lighting	The headlights and brake lights must all be in working order. It is highly recommended that the turn indicator lights are in working order as well.
TRANSMISSION	
General	The transmission will be free within the championship regulations to which the vehicle is registered.
AXLES - SUSPENSION	
General	The axle and suspension will be free within the championship regulations to which the vehicle is registered.
RUNNING GEAR	
General	The running gear will be free within the championship regulations to which the vehicle is registered.
BODYWORK / CHASSIS (BODYSHELL)	
Fire walls	The fire wall(s) must have no holes or openings which would allow leakage into the cockpit. They should comply with Article 253-15.
	The cockpit should be sealed, as far as is practicable, in order to minimise the direct ingress of tyre and engine smoke.
	The fuel, oil and catch tanks must be completely isolated from the cockpit by fire wall(s), in compliance with Article 253-14.
EXTERIOR	
Windscreen wipers, motor and mechanism	The windscreen wipers must be in working order.
Wheel visibility	It is highly recommended that when viewed from vertically above, with the steering positioned for straight ahead travel, all parts of the wheel and tyre assembly which are above a horizontal plain passing through the centre of the wheel assemblies are not be visible
	No air must pass between the tyre housing and the cockpit.
Rear wing	Tether wires must be fitted to the rear wing end plates.
Position	No element of the rear wing may be located beyond the following limits: - 75 mm rearward of the rear bumper. - Highest point of roof on the original vehicle
Dimensions	The width of the rear wing must not exceed the width of the original vehicle.
Windscreen	It is recommended that the windscreen complies with Article 279-10.2.2.

	The front windscreen must be either a part manufactured by the car's OEM or be made of a transparent polycarbonate material with a minimum thickness of 5 mm.
Window Glass	It is recommended that all window glass other than the windscreen complies with Article 279-10.2.2.
	With the exception of the windscreen, all other window glass must be either a part manufactured by the car's OEM or be made of a transparent polycarbonate material with a minimum thickness of 3 mm. (All window glass which are not polycarbonate must be fitted with a protective plastic film).
CHASSIS / BODYWORK	
Rear luggage compartment floor	It is highly recommended that a floor panel be fitted to the rear luggage compartment and that the road surface cannot be seen from the inside of the luggage compartment.
	If it is changed, a cross member must be added to the rear edge of the rear frame.
Bumpers	The front and rear bumpers must be attached to the bodywork when the car begins a competitive run.
	The bumpers must be installed with fixings at, no less than, four points, with a minimum of one point on either side.
Bonnet and boot lids	It is recommended that the boot or bonnet fasteners comply with Article 253-5.
	The original boot or bonnet lid fasteners must be replaced by fasteners dedicated for racing use.
	The original hinges may be retained provided that they function as on the original vehicle.
SAFETY	
Fire Extinguisher	The cars must be fitted with a plumbed-in fire extinguisher system in accordance with Article 253.7.2.
	If the fuel used has an ethanol percentage greater than 15%, an extinguishent other than AFFF must be used
Circuit Breaker	It is compulsory that the circuit breaker comply with Article 253-13.
	The circuit breaker switches and the markings must be on the inside and outside of the car.
Catch tanks	It is recommended that the catch tanks comply with Article 255-5.1.14.
	Catch tanks must be installed for the engine oil, transmission oil and differential oil.
Towing eyes	It is recommended that the towing eyes comply with Article 253-10.
	The towing eyes must be in the style of a hinge or a belt and marked by an arrow for easy identification.
Seat belts	It is compulsory that seat belts comply with Article 253-6.
	The seat belt must have at least five anchorage points and comply with FIA Standard 8853/98 or 8853-2016.

Seats	It is compulsory that the seat and mountings comply with Article 253-16. It is recommended to use seats with head supports.
	A moveable seat is not permitted unless used with the original seat rails.
	When the vehicle's original seat fixation points are not used, FIA regulations must be respected.
Safety cage	It is recommended that the safety cage comply with Article 253-8.
	If the Safety Cage does not comply with Appendix J, in particular with the minimum size of the tube, the competitor must send a drawing with a copy of the approval by the Championship Organiser or the ASN mentioning that his Roll cage conforms to the National Championship requirements.
	The safety cage must have a minimum of six mounting points and four main roll bar members.
	The lateral roll bars (LH/RH) and the front roll bars must be integrated by welding.
	The minimum permitted outside diameter of the tube is 38 mm and the minimum tube wall thickness is 2.0 mm.
	It is highly recommended that there is no modifications or alterations of the main structural pillars of the chassis / bodyshell.
Window net	Window nets in compliance with Article 253.11 are strongly recommended but, if not fitted, the window must remain closed when the car is actively competing.
Protective padding	Safety cage padding in compliance with Article 253.8.4 must be fitted and used.
DRIVERS EQUIPMENT	
	All to be in compliance with FIA Appendix L – Chapter III
	Requests to use equipment complying with other standards will be subject to approval of the FIA Safety department.
PERFORMANCE	
Tyres	The maximum size of the tyres that can be used on a car, of a given weight, during competition will be detailed by a chart issued as part of the event information.
	The tyre can be measured at any time during the event. Tyre width will only be measured when the car is resting on 4 wheels and in a competition ready condition with the driver in his normal driving position.
	Only tyres that are registered with, and accepted by, the organiser will be permitted to be used throughout the event.
	The tyre tread pattern, sizes and compounds should be submitted to the organisers for permission to be used.
	All permitted tyres should be commercially available from at least two sources and should be DOT and / or UE approved.
	These tyres should be listed and notified to all competitors.
	A limitation on the number of tyres available to each competitor can be imposed at the discretion of the organisers.

	The limit can be adapted according to the prevailing conditions at the event.
	The limit will only apply to competition runs and the number of tyres available for practice / training runs will unlimited.

Appendix – 2

2018 FIA INTERCONTINENTAL DRIFTING CUP – JUDGING CRITERIA

In both the Solo and Battle competitions, scoring will be 100% based on human judges, who may use all visual and electronic aids available to them.

Should the need arise, prior to the start of the event, the Judges have the ability to adjust the ratio of the points between the four criteria, but must ensure that the total maximum score remains at 100 points, and that no single criteria may be awarded higher than fifty points or lower than ten points. Any change to the ratio must be announced in a bulletin from the Clerk of the Course prior to the start of the event. Once the event has started, the ratio of the points between the four criteria cannot be changed.

SOLO

Solo scores will be awarded based on a combination of the four criteria below:

- Line,
- Angle,
- Style, and,
- Speed.

Judge 1 will be responsible for awarding the points for Line for each car. Judge 2 will be responsible for awarding the points for Angle of each car. Judge 3 will be responsible for awarding the points for both Style and Speed for each car.

Line (40 pts.)

The correct Line will be determined by hitting a number of Inside and Outside 'Clipping Points', shown on the track layout below. Points will be awarded as per the table:

Clipping Point	Line Points
Outside 1	10
Outside 2	5
Inside 1	5
Inside 2	10
Outside 3	5
Inside 3	5

Should a competitor hit an outside clipping zone, but not complete the full length of it, Judge 1 will determine the appropriate amount of points to award.

Should a car drive off course at any stage during the run, with the track being defined by the white line, points will be deducted based on the severity of the infringement:

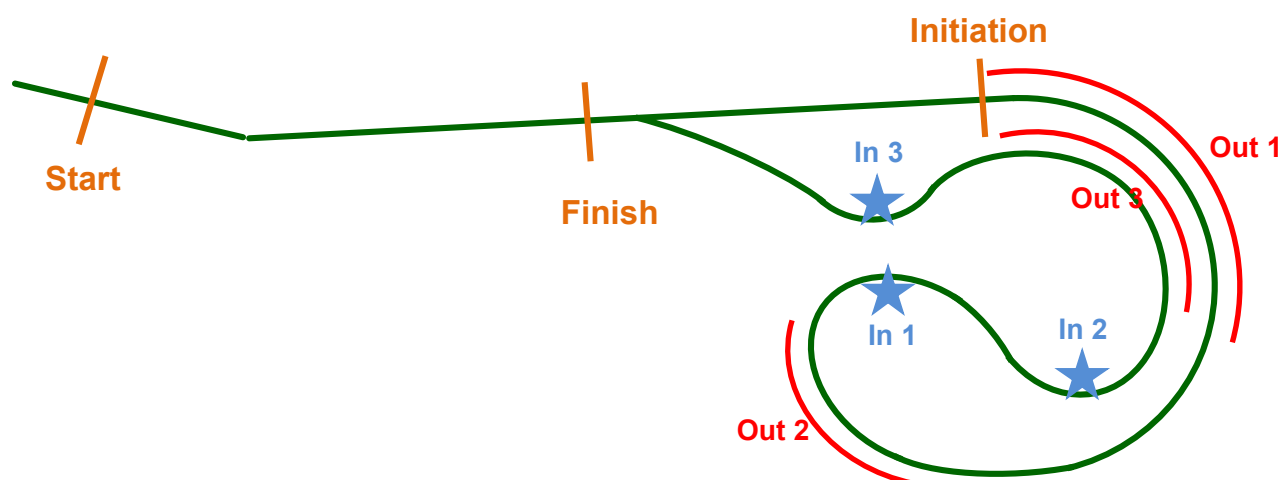
- *One wheel off the track:* Two points deducted for each offence.
- *Two or three wheels off the track:* Five points deducted for each offence.
- *Four wheels off the track:* Ten points deducted for the first offence. If repeated during the same run, zero Line points will be awarded for that run.

Angle (30 pts.)

Based on the same areas as the clipping points, points for Angle will be awarded by Judge 2 as per the below table:

Clipping Point	Angle Points
Outside 1	5
Outside 2	5
Inside 1	5
Inside 2	5
Outside 3	5
Inside 3	5

Judges can award a score between 0 and 5 for the angle in each of these areas, it does not need to be just either 0 or 5 points.



Style (20 pts.)

The 20 points for Style will be split evenly between Fluidity and Commitment. Commitment is the forward movement of the car, while Fluidity is the motion of the vehicle on its own axis.

Speed (10 pts.)

Speed will be split between two objectives:

- 5 points for achieving the target initiation speed. Note, this target is a minimum speed to be achieved to gain the points. Drivers may go faster should they choose; however, they will not be awarded additional points. Failure to achieve the speed will result in zero points being awarded.
- 5 points for achieving the target average speed throughout the run. The average speed will be measured from the initiated point to the finish line. For example, if the target average speed is 60km/h, the points will be awarded as:
 - 5 points – 60 km/h (rounded to no decimal places) or over.
 - 4 points – Within 3 km/h under 60 km/h (rounded to no decimal places)
 - 3 points – Within 6 km/h under 60 km/h (rounded to no decimal places)
 - 2 points – Within 9 km/h under 60 km/h (rounded to no decimal places)
 - 1 points – Within 12 km/h under 60 km/h (rounded to no decimal places)

Both the Target Initiation Speed and the Target Average Speed will be announced by the Clerk of the Course in a Bulletin prior to the start of the practice session. As this layout is being used for the first time, no previous data is yet available. Therefore, data will be used from the support event preceding the FIA event to establish the targets.

BATTLE

The main part of a drift competition is the tandem battle portion of the event. Drivers compete in head-to-head battles, with the higher-qualified driver Leading first. The Judges will watch both Run 1 and Run 2, comparing Lead runs to one another, then the Following runs to one another, to find the driver that was more dominant over both positions. Judges are looking for the driver that performs better overall in the tandem battle, but if the judges are unable to find a clear winner, a One More Time (OMT) is called (as detailed in the regulations).

Each Judge will score the Battle individually with a majority decision between the three determining the winner. No scores will be announced until both competitors have completed both their Leading and Following runs. The goal is for both drivers to be fair to one another, drive a clean battle and have a close tandem battle.

Lead drivers are required to perform a chaseable lead run. A chaseable lead run is one that will have filled all of the outside zones, reached the inside clips and maintained a consistent speed, giving the Following driver a

reasonable opportunity to chase and mimic with good proximity.

If the lead driver makes a variety of errors that makes it difficult for the Following driver to mimic or keep up with that driver, then the run may be deemed an unchaseable lead run, and that driver will be given an incomplete for that run. A lead run filled with compromises will be a run with a disadvantage, all other things being equal.

When following, a competitor must aim to mirror the run of the Leading car, all the while getting as close to the Leading car without making contact.

In the event of a contact between two cars, should the two cars continue the run without consequence on the line, angle or momentum, then the contact will only be consider by the judges in their appreciation of the run but not penalized.

In the event of a collision making one of the car significantly change line, angle or momentum, the judges will ascertain fault. If the Leading driver loses drift, goes off line or unnecessarily reduces speed too drastically and the Following driver hits the Leading driver, the Leading driver may be deemed at fault for the collision. If a Following driver has a collision with a Leading driver fulfilling the Leading driver goals then he will be deemed at fault.

In the event of a spin from the Leader, the Follower is required to slow as necessary to avoid contact with the Leader. If the track is blocked, the Follower can stop the run at this point. If the track is not blocked, he can continue his run to the finish. Should the Following car be unable to slow sufficiently, he also has the option of straightening his angle and overtaking the spun car in order to avoid contact.

In the event of a spin from the Follower, the Leader must continue the run to the finish line.

Unlike the Solo competition, specific points are not awarded during the Battle, a winner between the two cars is merely determined based on their performance during the two runs. Infringements such as a spin or driving outside the track will also be taken into account when determining the winner.

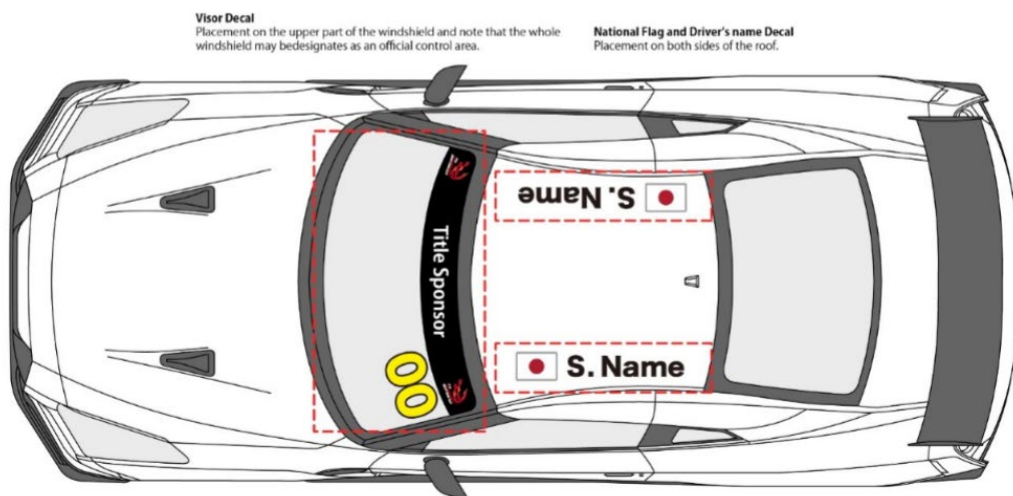
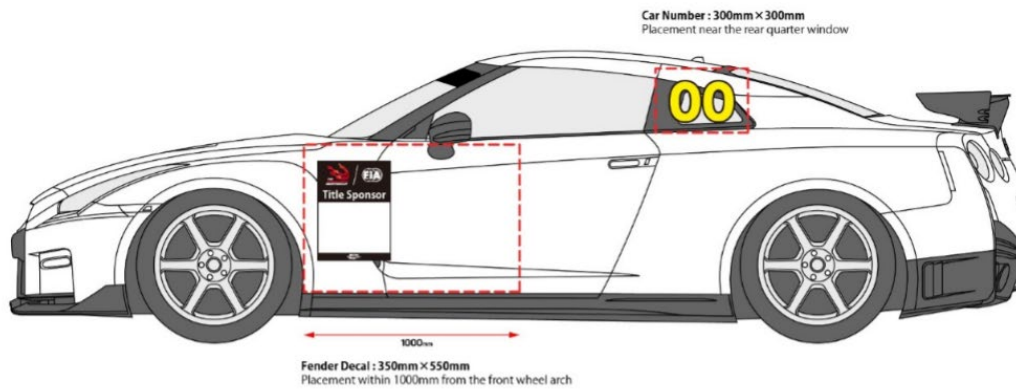
Examples of Leading Driver Errors:

- Less angle than the ideal qualifying run,
- Tighter line than the ideal qualifying run,
- Slowing unnecessarily in an area not designated as a permitted braking zone,
- Poor transitions, and/or,
- Trying to get away from the following driver in any way that compromises line or angle.

Examples of Following Driver Errors:

- Cheating the line compared to the lead car,
- Unnecessarily overtaking the Leading car,
- Cheating angle compared to the lead car,
- Timing and location of initiation, and/or,
- Timing of transitions and overall driving compared to the lead car.

Appendix - 3 Car diagram



- ※The Official Decal will be hand out by the organizer.
- ※Please place the Official Decal inside the red dotted line area.

Appendix - 4 Information required under article 8

<p>ANNEXE 4</p> <p>RENSEIGNEMENTS EXIGES PAR L'ARTICLE 8</p> <p>PARTIE A</p> <p>1. Nom et adresse de l'Autorité Sportive Nationale (ASN).</p> <p>2. Nom et adresse de l'organisateur.</p> <p>3. Date et lieu de l'Epreuve.</p> <p>4. Début des vérifications sportives et techniques le (date) à (heure).</p> <p>5. Heure de départ de chaque course.</p> <p>6. Adresse, numéro de téléphone, fax et télex de l'organisateur.</p> <p>7. Détails sur le circuit, comprenant obligatoirement :</p> <ul style="list-style-type: none"> - localisation et moyens d'accès, - longueur d'un tour, - nombre de tours de chaque course, - direction (dans le sens des aiguilles d'une montre ou dans le sens opposé), - localisation de la sortie des stands par rapport à la Ligne. <p>8. Localisation précise sur le circuit du :</p> <ul style="list-style-type: none"> - bureau des Commissaires Sportifs, - bureau du Directeur d'Epreuve, - bureau de la FIA, - local des vérifications sportives, 	<p>APPENDIX 4</p> <p>INFORMATION REQUIRED UNDER ARTICLE 8</p> <p>PART A</p> <p>1. Name and address of the National Sporting Authority (ASN).</p> <p>2. Name and address of the organiser.</p> <p>3. Date and place of the Event.</p> <p>4. Start of the sporting checks and scrutineering on (date) at (time).</p> <p>5. Start time of each race.</p> <p>6. Address and telephone, fax number and E-mail of the organiser.</p> <p>7. Details of the circuit, which must include:</p> <ul style="list-style-type: none"> - location and how to get there, - length of one lap, - number of laps in each race, - direction (clockwise or anti-clockwise), - location of pit exit in relation to Line. <p>8. Precise location at the circuit of:</p> <ul style="list-style-type: none"> - Stewards' office, - Race Director's office,
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<ul style="list-style-type: none"> - local des vérifications techniques, aire plane et pesées, - Parc Fermé, - briefing des pilotes et concurrents, - panneau d'affichage officiel, - conférence de presse du vainqueur, - centre presse, - centre d'accréditation des médias. 	<ul style="list-style-type: none"> - FIA office, - sporting checks, - scrutineering, flat area and weighing, - Parc Fermé, - drivers' and competitors' briefing, - official notice board, - winner's press conference, - press centre, - media accreditation centre.
<p>9. Nom des officiels de l'Epreuve suivants, désignés par l'ASN :</p> <ul style="list-style-type: none"> - Commissaire Sportif, - Directeur de Course, - Secrétaire de l'épreuve, - Commissaire Technique National en Chef, - Responsable Médical National. 	<p>9. The names of the following officials of the Event appointed by the ASN:</p> <ul style="list-style-type: none"> - Steward, - Clerk of the Course, - Secretary of the Event, - Chief National Scrutineer, - Chief National Medical Officer.
<p>10. Tout autre point spécifique à l'Epreuve :</p>	<p>10. Any other item specific to the Event:</p>
<p>PARTIE B (Réservée à la FIA)</p> <ol style="list-style-type: none"> 1. Président du Collège Sportif FIA : 2. 2^{ème} Commissaire Sportif International : 3. Directeur d'Epreuve : 4. Juges : 5. Délégué Technique : 6. Assistants du Délégué T. : 7. Délégué presse : 8. Délégué médical : 9. Observateur(s) : 10. FIA Coordinator: 	<p>PART B (Reserved for the FIA)</p> <ol style="list-style-type: none"> 1. Chairman of the Stewards: 2. 2nd International Steward: 3. Race Director: 4. Judges: 5. Technical Delegate: 6. Assistants: 7. Press delegate: 8. Medical delegate: 9. Observer(s): 10. FIA Coordinator:
<p>PARTIE C</p>	<p>PART C</p>

<p>Programme détaillé</p>	<p>Detailed timetable</p>
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