

FIA INTERCONTINENTAL DRIFTING CUP 2017



30 / 09 – 01 / 10 2017

SPORTING REGULATIONS

2017 FIA Intercontinental Drifting Cup

Sporting Regulations

1. FOREWORD

The FIA will sanction the Intercontinental Drifting Cup which is the property of the FIA for driver.

FIA Intercontinental Drifting Cup Executive Committee shall organize the inaugural FIA Drifting International Cup (hereafter "the Competition) under the guidance of the following regulations created by the FIA, which is composed of drifting competitors gathered from various regions that each have their own regional drifting regulations.

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 Supplementary 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 and severally 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.

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, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

5. DRIVER AND COMPETITOR ELIGIBILITY

5.1 Drivers eligible for the Competition must 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 of minimum FIA International Grade D1, as per Appendix L to the International Sporting Code, 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 on SUNPROS.

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. Equipment’s for the drives must be the FIA.

6. COMPETITION

- 6.1 The Competition shall consist of two Legs, each of which is to be held on a single day.
- 6.2 Each Leg shall consist of one free practice session, one official practice session, one Solo Stage, and one Battle Tournament. A qualifying session may also be organized if required.
- 6.3 The Competition shall be held on a non-permanent course as defined by FIA guidelines.
- 6.4 The Competition shall be defined as an international competition and be held in the schedule below.

Round	Date	Venue	Prefecture	Country
Leg 1	30(Sat) Sept.2017	NOP Section Daiba TOKYO Non-Permanent Course	Tokyo	JAPAN
Leg 2	1(Sun) Oct.2017	NOP Section Daiba TOKYO Non-Permanent Course	Tokyo	JAPAN

7. FIA CUP

- 7.1 The FIA Cup shall be awarded in to the driver with the highest score in the Solo Stage and to the winner of the Battle Tournament.
- 7.2 Prizes will also be awarded to the overall winners of the Leg1 and the Leg2, and the driver with the best overall results from both Legs.

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 hereto 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.

It may also nominate:

- Observer(s).

9.1 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.

9.2 The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

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 and make judgments concerning contact between vehicles during the Competition. At least two judges of different nationalities shall be stationed at different points along the course.

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 An official name above is 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 JULY 2017. The following information must be entered:

- a. The names of the competitor and driver
- b. The make of the entered vehicle (chassis)
- c. The manufacturer and make of the tires used in the Competition

11.3 The following documents must 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

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.

Toshiyuki Ohya Operations Director
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)

- 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

12. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

12.1 The Stewards or Race Director 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 Stage 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 25 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 shall 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 twenty five minutes after the race has finished, he must not leave the circuit without their consent.

15. PROTESTS AND APPEALS

15.1 Protests may be filed in accordance with the Code and accompanied by a fee of US\$1000 or equivalent sum of money in the currency of the host country or territory.

Judges Qualifying scores are not protestable.

The subjective areas of a judge's score and decision are not protestable.

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
- 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 unaided by anyone, including officials.

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 comply with the prescriptions defined under the Appendix-1 "Vehicle regulations" of these regulations

19.2 For any part that are not comply with the Vehicle regulations found during the scrutineering the car concerned may take part in the Competition at the discretion of the Technical Delegate by easing measures applied to each case.

19.3 The electric device used in the Scoring System (abbr. DOSS) 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 Leg 1 and Leg 2

20. FUEL

20.1 Limited to normal commercial fuel sold for automobile use. Even if the fuel sold normally, unleaded petrol may not be used.

20.2 Mixture of the fuels sold normally is permissible.

20.3 No additive can be used in the air mixture. Nitrous Oxide is forbidden.

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 Competitors must present original FIA labels for checking to certify the driver's equipment is accurate.
- 22.3 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 Promotors on the bodywork in accordance with the provision of the supplementary regulations before the scrutineering.
- 23.2 Competition number of car
- The competition number assigned by the organizer and the participant must not display other 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 Installing condition of the measuring device used by the Organizer 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 make and the size of tire intended to use in the Competition. The nominal size of the tire must be no greater than 285mm and the cross-sectional width must be no more than 291mm.

25.2 The tires which are admitted in the Competition must be sold normally and the land sea ratio of the new tread must be less than 78%. Participants must obtain information materials that can prove it from the tire manufacturer or present a rubbing of the tread to show the percentage is allowable.

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.

25.4 It is not permitted to use tire-heating device but tire-warming blanket may be used.

26. BRIEFING

26.1 All drivers entered in the Competition, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in penalties.

26.2 Briefings will be held several times during the Competition. Any person excluded from the Competition after a briefing may absent from other briefings.

27. PRACTICE

27.1 Participating cars will be divided into group's approx. 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. QUALIFICATION

28.1 Qualifying session will be organized when the number of participating car exceeds 32 cars.

28.2 The starting order is predetermined for the session. Each driver must respect the order and may not run if he/she misses it.

28.3 Preliminary qualifying session is conducted for Single drift. The highest point obtained from either sighting lap, the 1st scoring run or the 2nd scoring run will establish the classification.

28.4 Scoring for the preliminary qualifying session will be made according to the criteria defined under Appendix-2 "Scoring Criteria".

28.5 32 cars will pass the qualifying session and proceed to the Single drift.

29. SOLO (Single run) COMPETITION

29.1 For the SOLO competitor will be divided into groups each in the order of the entry list or the ranking of 1st competition results.

29.2 Two trials will be organized for each driver after the sighting lap. The higher points of each driver are considered for establishing the classification and the driver obtained highest points will be declared as the winner of SOLO competition and receive the prize.

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

29.4 Top 16 in the SOLO competition will be able to proceed to the Battle competition. In case of tie the total points of the two trials will be taken into account.

29.5 The position in the ladder tournament will be allocated according to the order of the scored points in SOLO competition.

30. SOLO (Single run) Procedure rules

30.1 Even when any trouble occurs on a car after the cars have been directed to the stand-by area, if the car is not able to rejoin the stand-by area, the car will lose its right to run when it could not keep the starting order as established.

30.2 If any trouble 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.

30.3 If such car already started 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.

30.4 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.

30.5 Only one pit crew is allowed to enter in the course in order to assist the engine to be started.

30.6 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.

30.7 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.

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

30.9 Push-start by official is prohibited.

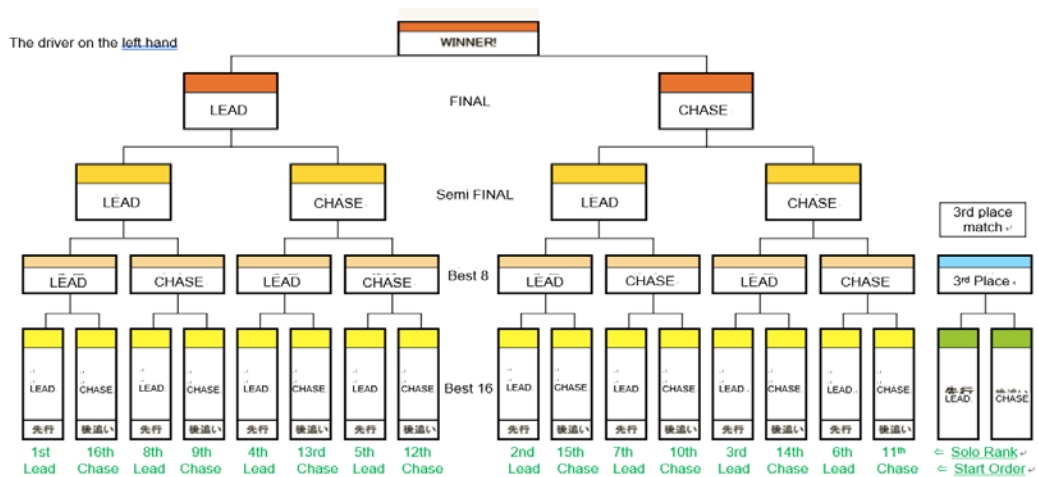
30.10 The participating cars must be in the stand-by area before the cars of the relevant groups get for the Qualifying session and the SOLO (single run) in the stand-by area and the leading car is led to the start area. For any car which is not stand by this time, one point will be deducted from the result of the SOLO (single run) of the relevant competition. When the procedure of the competition includes course-in in a group setting, one point will be deducted from the result of the SOLO (single run) of the relevant competition for any car which failed to make its course-in in a group. For the session of the SOLO (single run), any car which could not respect its start order for the 1st run or the 2nd run loses the right to perform the relevant run.

31. BATTLE (Tandem run) COMPETITION

31.1 According to the result of SOLO. The BATTLE (chasing run) competition will be organized as a tournament system as described below in Drawing 1.

31.2 The winner of the battle (chasing run) competition is determined by Scoring Criteria at Appendix-2.

Drawing 1



32. BATTLE (Tandem run) Procedure rules

32.1 The first foregoing car will be the car on the left-hand side of the bracket.

32.2 If any tire-peeling run may be carried out in the stand-by area where it can be organized without hindering any procedure of the BATTLE (Tandem runs), the way of use of this site will be designated in a driver's briefing.

32.3 Only 4 admitted mechanic crew per participating car may be present at the hot pit established in the

stand-by area. In this case and in principle, their entrance outside the specified time is strictly prohibited. However, if the car has any damage or trouble which necessitate any spare parts or tools etc. to be brought in, only personnel dully authorized by the official staff at the stand-by area may have access to the cars. The specified time mentioned above is the period by the time of starting of BATTLE (Tandem runs) competition which is defined in the official bulletin of the event.

32.4 At the stand-by area for the BATTLE (Tandem runs) 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.

32.5 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.

32.6 The 5 minutes accumulated from BATTLE (Tandem runs) competitions (including extended competition) may be used for repairs or tuning of the car or change of parts. Timing will begin at the time when both cars return to the hot pit and until they reach the starting line. The time window will be accumulated 5 minutes up as far as the matches by the top 8 of the BATTLE (Tandem runs) tournament, and 5 minutes after the matches by the top 4 and at the end of the matches by the top 8 the accumulated minutes will be reset. The time will be accumulated for each car and if a car overrun the allotted time the team concerned loses the match.

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

If a competitor is manage to reach the starting line within 1min after finishing tolerance time, the competitor is allowed to start with -1 rank penalty. However, if a competitor could not make it, the competitor loses the match.

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

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

32.10 The competition cars must return to the stand-by area for another BATTLE (Tandem runs) run after a BATTLE (chasing runs) competition and the drivers must move their cars to the designated place and park them for a prize giving ceremony.

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

32.12 The maximum number of the match (a set of Leader (foregoing) and Chaser (chasing)) will be 0 extended match (re-run (one-more-time)) for the BATTLE (chasing runs) competition and until the matches by the top 16. After that, it will be one extended match (re-run (one more time)) from the match

by the top 8 to the third-place match, and no limitation for the deciding match. When the result is still not achieved at the end of all prescribed extended matches, the scoring of DOSS during respective Leader (foregoing) run at the final match will become the decisive factor. However, if the total rank of both drivers is the same and exceeds 34, only on extended match (re-run (one-more- time)) will be added.

32.13 The starting position for the BATTLE (Tandem runs) will be decided by the judges before 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.

32.14 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 (chasing) rank for the relevant competition. However, if the car misses its starting order for a match it lose its right to perform the match.

32.15 Starting process is conducted by light signal. A competitor is ready to start as red light flashing and get start with off the light. It is considered the starting delay in case of yellow light blinking during the red-light flashing.

32.16 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.

33. SUSPENSION OF THE COMPETITION owing to a change of surface condition

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

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

33.3 Due to a sudden weather changes where the 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.

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

34. RESUMING THE COMPETITION

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

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

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

34.4 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.)

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

35. PIT-IN AND WORKS DURING THE SUSPENSION OF THE COMPETITION

35.1 If the Clerk of the Course declares the suspension of the competition during a qualifying session of finals for SOLO (single 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.

35.2 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.

36. CLASSIFICATION OF "SOLO"(Single runs)

The ranking order for the final matches of SOLO (Single runs) will be made by the scored points during the SOLO (Single runs) will be taken into account in case of tie.

37. CLASSIFICATION OF "BATTLE"(Tandem runs) (Competition Classification)

37.1 For the positions of 5th and below in the finals of the BATTLE (Tandem runs) ranking is decided in a stepwise manner, for the drivers out of the top 8 of the BATTLE (Tandem runs) the result of their SOLO (Single runs) is adopted, for the drivers out of the top 16 of the BATTLE (Tandem runs) the result of their SOLO (Solo runs) is adopted,

37.2 The 1st place will award to the final winner of the BATTLE (Tandem runs) tournament, the final opponent of the final winner will be the 2nd. The drivers beaten in the semifinals will contest in a BATTLE (Tandem runs) match to determine the 3rd and 4th places.

38. COMPETITION POINTS

The points will be awarded to the participating driver and teams respectively in the I.D.C. and the points scored in the Leg 1 and in the Leg 2 and the SOLO (single runs) and the overall champion of this event will be declared.

38.1 Points for SOLO (single runs) competition

The following points will be awarded at the event according to the result of the SOLO (Single runs).

Rank	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
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Point	35	30	27	25	22	21	20	19	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0
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38.2 Points for the BATTLE (Tandem runs) competition and Drivers' Points

The following points will be awarded at the event according to the result of the BATTLE (Tandem runs).

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
points	32	26	20	16	13	12	11	10	8	7	6	5	4	3	2	1

The classification of the Driver's points will be established by the order of BATTLE (Tandem runs) tournament and the SOLO (Single runs), the drivers' points defined in the following table will be awarded according to the results. In case of a tie in the total point ranking, the Leg1 drivers' ranking at the end of previous event will be considered and the overall event ranking will be established accordingly.

38.3 Points for the team

- Teams which started the BATTLE (Tandem runs) competition will be awarded the points as shown in the table below according to the result of the event.
- Those who have the same series team points, they are at the same rank.
- For any team entering with several cars, points will be awarded according to the best of the team drivers' position as shown in the table below.

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
					Top 8 (4 teams)				BATTLE Finals Top 16 (8 teams)							
points	26	20	15	10	6	6	6	6	3	3	3	3	3	3	3	3

39. POINTS SCORED IN CASE OF IMPOSSIBILITY OF COMPETITION (NO RESUMING)

39.1 If the SOLO (single run) is cancelled, the relevant event ends up in failure and no classification will be made. No point can be given to any competitor.

39.2 If the BATTLE (Tandem run) 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 (Tandem run) ladder. Points are given according to the followings.

39.3 When the competition was terminated before the matches for the top 16 (8 matches) of the finals of BATTLE (chasing runs) were not finished:

- The BATTLE (Tandem run) competition ends up in failure as the result of the BATTLE (Tandem run) competition cannot be established because the practical matches of top 16 were not completely performed.
- The classification of the event will be made based only on the results of the finals of SOLO (Single

runs).

c. The 50 % of the points will be allocated due to the failure of BATTLE (Tandem run) competition. Points after the decimal point will be rounded up.

39.4 When the competition was terminated once the matches for the top 16 (8 matches) of the finals of BATTLE (chasing runs) were finished:

a. At the time of the termination, the BATTLE (Tandem run) competition comes into existence.

b. The classification will be established in keeping with the results of finals of the SOLO (Single runs) according to the Art.39.2 of these regulations.

c. Points will be awarded depending on the order coupled with the degree of the procedure of the competition. The points of the 8th position will be awarded all drivers in top 8.

39.5 When the competition was terminated once the matches for the top 8 (4 matches) of the finals of BATTLE (Tandem runs) were finished:

a. The classification will be established in keeping with the results of finals of the single runs according to the Art.39.2 of these regulations.

b. Points will be awarded depending on the order coupled with the degree of the procedure of the competition. The points 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.

39.6 When the competition was terminated once the matches for the top 4 (2 matches) of the finals of BATTLE (Tandem run) were finished:

a. The classification will be established in keeping with the results of finals of the SOLO (Single runs) according to the Art.39.2 of these regulations.

b. Points will be awarded depending on the order coupled with the degree of the procedure of the competition. The points of the 2nd position will be awarded to both drivers who participate in the final match.

c. The points of the 4th position will be awarded to both drivers who participate in the third-place match.

40. PODIUM CEREMONY AND PRESS CONFERENCE

40.1 The driver finishing the Single drift in 1st, and the drivers finishing the Battle drift tournament in 1st, 2nd and 3rd positions in each Legs must attend the prize-giving ceremonies held on the podium.

40.2 Drivers requested to attend the press conference in media center must attend it and answer the interview.

40.3 FIA Trophies and seeded drivers will be presented during the podium ceremony:

- The winning driver
- The driver classified 2nd
- The driver classified 3rd
- The winning driver in Single drift competition.

The FIA INTECONTNENTAL DRIFTING CUP prize will be awarded to the driver placed at to top in the

total overall classification of the 1st and 2nd Legs.

41. PRIZE

For the competitor of event prize will be given according to their classification. Prize money for the will be awarded according to the drivers' point ranking at the end of the final match.

- 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

42. OBLIGATION REGARDING FINE PENALTY "fine" or "amend"

The competitor of the I.D.C. has the duty to pay the fines as a penalty resulting from disciplinary offences decided by the Stewards during the relevant event to the designated bank account of FIA.

43. ADVERTISING AND RIGHTS

43.1 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.

43.2 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.

43.3 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.

Attached documents

Appendix -1 Technical guidelines

2017 FIA Drifting Intercontinental Cup Appendix-1 “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	<p>The origin of the competition car shall be a production car (stock car). The car must comply with the current vehicle regulations applied to the last Drifting series in which it participated.</p> <p>Note : that when those regulations do not clarify the following clauses hereafter, the participant may only enter this IDC event when complying with the regulations stated hereafter. Also note that regardless of the specific tire requirements in other regulations, at this specific event, the car is allowed participation in compliance with the IDC Supplementary Regulations, Clause 13 “Tires”.</p>
WEIGHT AND DIMENSIONS	
General	All measurements will be taken while the car is stationary on a flat horizontal surface.
Car weight limits	Minimum 930 kg - Maximum 1,650 kg
Overall length	<p>Max. 5,000 mm.</p> <p>Any vehicle exceeding these dimensions must be submitted to the organizer for special approval.</p>
Width of bodywork	<p>Max. 2,000 mm.</p> <p>Any vehicle exceeding these dimensions must be submitted to the organizer for special approval.</p>
Height of bodywork	<p>Max. 1,500 mm.</p> <p>Any vehicle exceeding these dimensions must be submitted to the organizer for special approval.</p>
ENGINE	
General	<ul style="list-style-type: none">- The vehicle’s original engine may be replaced with an engine that is commercially available to the public.- Cars with an electrical or hybrid powertrain are not authorized.

Engine block	Must be commercially available.
Cylinder head	Must be commercially available.
EXHAUST SYSTEM	
Exit	The exit of the exhaust pipe must be within 20 cm inside the perimeter of the bodywork and behind the line connecting the rearmost edges of the rear tyres.
Position	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 and catch tank(s).
FUEL CIRCUIT GENERAL	
Fuel tank	The cars shall have the original fuel tank or an FIA-approved safety fuel tank in compliance with Article 253.14.
Fuel tank position	If the cars original fuel tank is not used, its replacement must be no less than 300 mm from the outer bodywork.
Fuel tank protection	If the car's 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).
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 – SUSPENSIONS	
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 fuel 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	The upper part of the tyre must not protrude from the maximum width of the fender of the bodywork. 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 / BODY SHELL	
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 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. The safety cage must have 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.
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.

Appendix-2 “Scoring Criteria” 2017 INTERCONTINENTAL DRIFTING CUP TOKYO

“Scoring Basic Criteria” and “Scores Display”

In drifting competition the most important factor is that the judging system/method is conducted with impartial objectivity. Therefore, during competition, the judging methods must be focus on the basics of proper evaluation, such as equity, expansive viewpoint, tire smoke decreased performance and contact decrease. Each RUN will be judged by appointed judges in accordance with the regulations of the competition, and employing the following criteria: speed, trajectory, angle and style.

Each RUN may be filming or judging devices in order to assist with the judgment. In all phases of the competition, the driver must show that he maintains full control of his car.

The Judges may use any video or electronic systems to assist them in reaching the scoring decision.

The scoring criteria for drift competition should be based on the following elements:
Speed, large and stable drift angle and the quickness when entering the drift, must remain the highly valued judging factors.

The basics of Drift Scoring Criteria

1. The competition must proceed within the given track area and in compliance with the official regulations. Infringements of the regulations will result in the deduction of points during the evaluation and in some cases in disqualification.
2. The track should be appropriately divided into sections based on drifting performance techniques and each section measured accordingly by the electronic device system. (The following is written as E.D.S.).
3. E.D.S. combined with the judges standard criteria set in advance, will determine the overall points by calculating performance with the comprehensive evaluation system stated bellow converted into scores that evaluate each car performance in comprehensive manner. (Please refer to the point system examples attached bellow for a better understanding)
4. The judging criteria at Drift Start and Transfers (the drifting angle from one side to the other) areas are:
 - The average speed within that section.
 - The angle change speed at the time of each angle change.
 - Driving performance dynamics.
5. The judging criteria during drifting are:
 - The average speed within the section.
 - The average rate of the drift angle.
 - The stability of the drift angle

6. The BATTLE winner is determined by evaluating the Chaser Car performance ratio summed from the E.D.S. scores and the judging evaluation system, basing its standards in the E.D.S. scores of the Leader Car. (Please refer to the point system example).
7. The decisive factors to the total ranking are based on the judging scores given during a BATTLE (Tandem run): The running level, degree of proximity (adjacency- distance between the rear wheels deferential), the continuity of the proximity period based on the adding or deduction of points, plus any necessary reduction in points due to regulations infringement and/or for performance out of the track line.

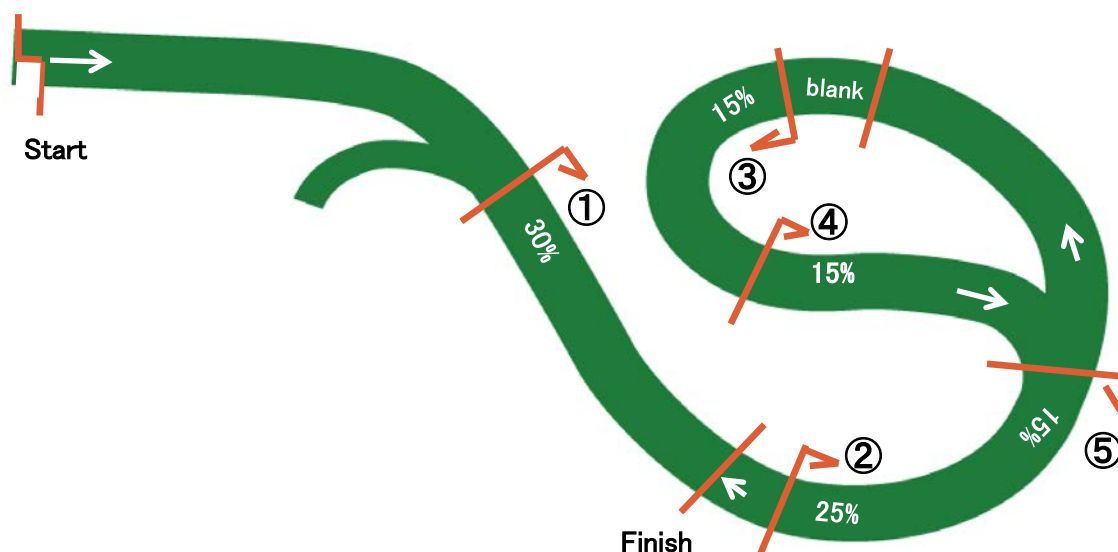
Judging Scores Criteria Guideline

2017 INTERCONTINENTAL DRIFTING CUP TOKYO

The total grading is based on the standards set by the Judging Committee consisting of the combination of the judges' subjectivity grading criteria with the E.D.S.

1. Grading sections and evaluation elements

The track line will be divided and points allocated to each area as described bellow



2017 INTERCONTINENTAL DRIFTING CUP TOKYO E.D.S. and Judge Scoring

Sector	Evaluation %	E.D.S. Elements	Evaluation basics
①	30%	Sharp angle transfer drift Average speed + - Highest speed	Sharp angle transfer at high speed. Max start drift angle % as described in ②. Caution, excessive angle here will affect ② return of angle. The max speed here will directly affect

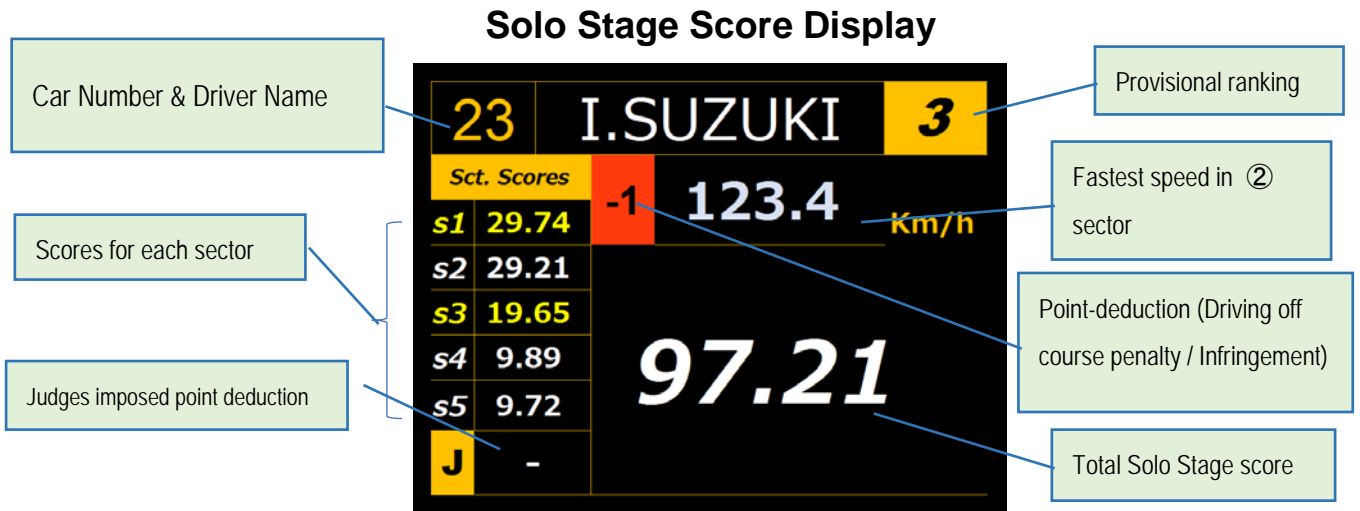
		at each respective sector	the Solo score .
②	25%	Drifting angle size Stable drifting angle Average speed	While keeping stable and big angle beware of speed loss.
Blank	—	—	Increase the angle here and prepare for next sector ③.
③	15%	Drifting angle size Stable drifting angle Average speed	Create proper angle before entering the sector. Without dropping speed maintain angle.
④	15%	Sharp angle return Average speed	Increase speed and maintain while entering ⑤. Sharp angle transfer and approach ⑤ sct.
⑤	15%	Drifting angle size Stable drifting angle Average speed	Caution with small turns and speed decrease. Maintain high speed and appropriate angle until finish line.

2. < SOLO RUN - Judging Criteria >

- 1) Each score will be done by comparison with basic score previously set by the judges. The total score for each sector will be done by multiplying 100 points to its respective specifics.
- 2) The section performance will be scored Zero points when,
 - a. the minimum speed at the respective section is 0.6 times or under of the established evaluation speed.
 - b. at the drift section (②③⑤ section as stated above) the angle change rate is more than 4 times that of the established basic angle rate change.
 - c. at the angle return section (①④ section as stated above) the angle change rate is 1/4 or less of the established basic angle rate change.
 - d. at the drift section (②③⑤ section as stated above) the angle change rate is 1/4 or less of the established basic angle rate change.
- 3) When the car fails to drift at the first try at the drift section, a -5 point deduction will be given to the total achieved at this respective section.
- 4) Going off course and deduction of points.
When the tire surface drops outside the white line or the asphalt, and the run continues, the following number of points will also be deducted as a penalty at the evaluation time (this not apply when the score at this sector is Zero(0)).
Driving off course with 1~ 3 wheels : -2 (minus) points

Driving off course the 4 wheels : -5 (minus) points

5) Note that apart from any penalty received during this session, penalties caused by other infringements may be added.



3. BATTLE RUN < Judging Criteria >

- 1) The match is decided by comparison of the total of points collected during SOLO RUN and those achieved by the FOLLOWER.
- 2) The LEADER is required to run the same line taken during its SOLO RUN, the E.D.S. rank scored during SOLO RUN (refer to list a) will be the base for the ranking.

List (a)

Rank	10	9.5	9	8.5	8	7.5	7	6.5	6	5.5	5
E.D.S. Score	≥100	≥99.5	≥99	≥98.5	≥98	≥97.5	≥97	≥96.5	≥96	≥95	≥94
Rank	4.5	4	3.5	3	2.5	2	1.5	1	0.5	0	
E.D.S. Score	≥92.5	≥90	≥86.5	≥82	≥75	≥66	≥52	≥34	≥10	<10	

- 3) The FOLLOWER can achieve identical rank score to the LEADER by running in an identical manner. Although large distance from the LEADER car does not cause score reduction, extra distance between cars in the areas selected for grading will result in -0.5 to -1 rank reduction.
- 4) The Follower will gain points as described in a. b. and c., by keeping within a certain distance from the

LEADER (the distance between the rear wheels).

- a. +0.5 rank to the FOLLOWER when during more than 90% of the time at the low speed corner area the FOLLOWER can keep the distance between the rear wheel of both cars within 1.5 times of the car width.
 - b. +1.0 rank to the FOLLOWER when during more than 90% of the time at the fast speed corner area the FOLLOWER can keep the distance between the rear wheel of both cars within twice the car width.
 - c. Adding to a. and b., when the FOLLOWER can keep a close distance from the LEADER in other sections, the FOLLOWER will be given an extra 1.0 rank.
- 5) Overtaking the LEADER is not part of the ranking criteria therefore it does not add plus or minus to the rank.
- 6) Spinning during SOLO RUN results in a 4 rank difference during the BATTLE RUN.
- 7) Each time the LEADER puts 1 ~3 wheels off the course it results in a penalty of (minus1 (-1) rank and the 4 wheels off the course results in -3 ranks. When the distance between the FOLLOWER and the LEADER is short, depending on the situation the off track penalty evaluation may be alleviated.
- 8) LEADER breaches
- a. when the car clearly reduces speed in an acceleration section and therefore it affects the performance of the FOLLOWER, a reduction between -3 and -5 will be imposed.
 - b. when the in-clip angle is significantly smaller than the once performed at the SOLO RUN, a minus -3 ranks will be imposed (these are judged as escape or block behavior).
 - c. when side by side runs block the FOLLOWER proceeding line and result in course off, the LEADER will be reduced -3 ranks. When this action causes contact and results in a spin a minus (-) 5 ranks will be imposed.
- 9) FOLLOWER breaches
- a. When the FOLLOWER is running, even partially, ahead of the LEADER rear, before entering the first drift angle this is judged as dangerous action and a -3 ~ -6 ranks reduction will be imposed.
 - b. all other contacts, other than those caused by the LEADER, that result in the LEADER spin or off course will result in a -3 ~ -6 rank deduction or a disqualification.
- 10) Both the LEADER and the FOLLOWER present rank will be announced after the first RUN, the display, as in the figure bellow, will show the car with the advantage.
- 11) Even when the total rank is identical after both runs, no extra RUN is done until the tournament reaches the best 16, instead the ranks during the RUN will be compared and the car with higher ranks will win the RUN. When even then the ranks are identical the E.D.S. system result from the RUN will determine the result of the RUN.
- 12) Even when the win is decided without an extra RUN, when the total rank is of 34 or over, a special extra RUN is done to decide the winner.

1st Battle Run

2nd Battle Run (match settling)

Scores after penalties (e.g. for going off course)

23 I. SUZUKI	Vs	32 T.TANAKA
-3		
8.5	1st	9.5
	2nd	
5.5	T	9.5
Advantage → 32		T.TANAKA

Including driving off course or infringements

E.D.S. rank from LEADER car

23 I. SUZUKI	Vs	32 T.TANAKA
-3		-1
8.5	1st	9.5
9.5	2nd	8.0
15.0	T	16.5
Winner → 32		T.TANAKA

Match settled by the total rank difference

Determining factors when with identical rank

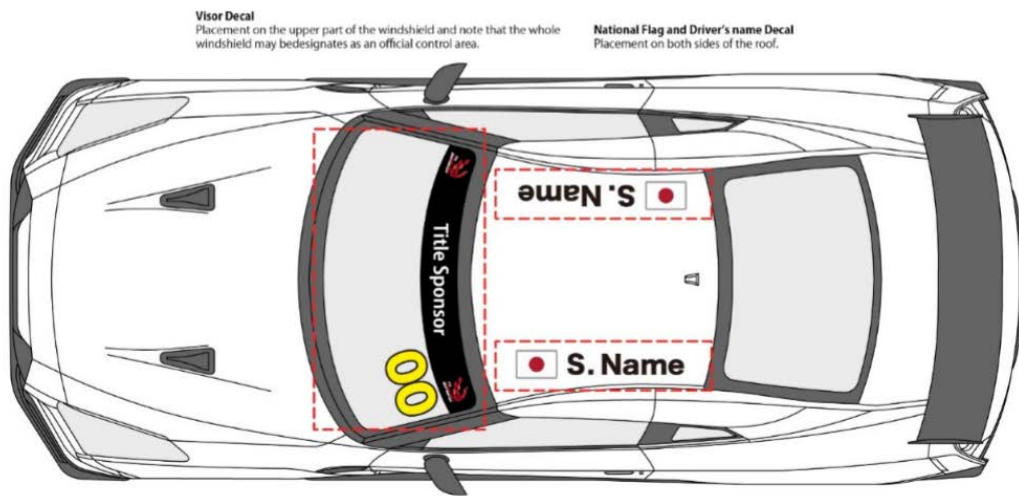
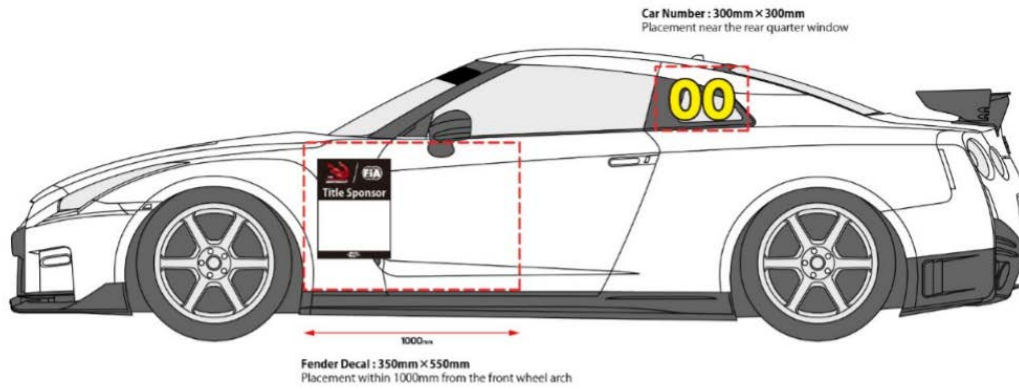
When both drivers have the same rank score, the winner is decided based on rank achieved during LEADER run. When still identical the rank is determined by Doss points as below.

23 I. SUZUKI	Vs	32 T.TANAKA
8.5	1st	9.0
9.0	2nd	8.5
17.5	T	17.5
		Rank Judge

Deciding the winner by E.D.S. score when two cars have same LEADER RUN score.

Win.	I.SUZUKI
98.89	Vs 98.76
23 I.SUZUKI	Vs T.TANAKA 32

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 adresse mail 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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- 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.

9. Nom des officiels de l'Epreuve suivants, désignés par l'ASN :

- Commissaire Sportif,
- Directeur de Course,
- Secrétaire de l'épreuve,
- Commissaire Technique National en Chef,
- Responsable Médical National.

10. Tout autre point spécifique à l'Epreuve :

PARTIE B (Réservée à la FIA)

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:**

PARTIE C

- 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.

9. The names of the following officials of the Event appointed by the ASN:

- Steward,
- Clerk of the Course,
- Secretary of the Event,
- Chief National Scrutineer,
- Chief National Medical Officer.

10. Any other item specific to the Event:

PART B (Reserved for the FIA)

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:**

PART C

Programme détaillé	Detailed timetable
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