



REGULATIONS

Drift Masters Grand Prix 2017

ARTICLE 1. GENERAL PROVISIONS

1. Drift Masters Grand Prix 2017 ('DMGP') is a periodical drifting competition, owned and organised by Drift Masters Grand Prix Sp. z o.o. having its registered office in Płock, ul Otolińska 25, 09-407 Płock, office@driftmasters.gp ('Organiser'). The Organiser shall have the right to order the organisation of individual rounds and/or of the entire Grand Prix to other entities.

2. The Regulations of Drift Masters Grand Prix ('Regulations') is a document setting forth the principles governing the competitions and terms and conditions of participating in drifting competitions. The Organiser shall be responsible for conducting the competitions in accordance with the provisions set out in these Regulations.

3. Any competitions, eliminations and training sessions organized by Drift Masters Grand Prix shall be conducted in accordance with the provisions set out in these Regulations.

4. Road Traffic Law regulations shall not apply to drifting competitions organized in closed facilities and racecourses.

5. In 2017, DMGP is organizing 6 rounds (6 sports weekends) of competitions on the following dates and in the following locations respectively:

I – 1st round 21-22 April, Poznań; II – 2nd round 12-13 May, Nurburgring, Germany; III – 3rd round 9-10 June, Płock, Poland; IV – 4th round 7-8 July, Toruń, Poland; V – 5th round 28-29 July, Riga, Latvia; VI – 6th round 25-26 September, Hockenheim, Germany.

DMGP reserves the right to change the competition calendar during the season because of circumstances beyond the control of DMGP.

Drift Masters Grand Prix 2017

ARTICLE 2. COMPETITION AUTHORITIES AND MANAGEMENT

1. The Competition Management shall also consist of a Team of Judges (ToJ), whose responsibilities shall include:

- a. accepting the route before the competition
- b. approving the starting list and final results,
- c. imposing penalties on drivers,





d. analysing complaints and protests,

e. making other decisions that may have any influence on the results and the course of the competition.

2. The basic composition of the Team of Judges shall be made of 3 persons as a minimum. The Team of Judges may appoint additional Auxiliary Judges if necessary. The composition of the ToJ and of Auxiliary Judges shall be approved by DMGP's Management Board. The Members of DMGP's Management Board and the Competition Manager may always participate in ToJ meetings as advisors without the right to vote.

3. Competition Management shall consist of:

a. Competition Manager

b. Assistant Manager for Organisational Issues

c. Technical inspection and Route Safety Manager The Organiser may designate other executive personnel.

4. The persons mentioned in points 2 and 3 shall be appointed by DMGP's Management Board.

ARTICLE 3. OFFICIAL DOCUMENTS FOR THE COMPETITION

1. Official documents for the competition shall include the following:

a. permit for organising the competition (if required),

b. Organiser's civil liability insurance,

c. Technical Regulations and Supplementary Regulations for the Competition and Announcements,

d. list of entries,

e. report on car technical inspection,

f. starting list,

g. results of qualifying runs,

h. results of final runs,

i. Judging rules for qualification and finals battles

j. Competition schedule

ARTICLE 4. PERMITS, LIABILITY, INSURANCE

1. The Organiser is obliged to obtain a permit from a competent local administration authority for the organization of the competition on a public road.

2. The Organiser must obtain a written consent of the owner of the ground where the competition is organized if such ground is not owned by the Organiser.





3. The Organiser shall be responsible for taking up Organiser's civil liability insurance for the whole duration of the competition. Personal accident insurance is required from all members of executive personnel.
4. Each competitor participates in the competition at his/her own responsibility. The Organiser shall not be liable for the effects of accidents (injury, damage to one's health, death) or for any damage to the property in relation with the competitors, other drivers, assistants, mechanics and third parties. Each competitor is responsible for his own insurance and for the insurance of his team members and must have adequate insurance against accidents.
5. By signing the competition entry form each competitor waives all rights to compensation that may be due for an accident that may happen to the competitor or to his/her assistants and mechanics during the training session or during competition or during a ride from the parking place to the route and back. The waiver shall apply to DMGP, to the Organiser, to various officials as well as to other competitors and to their assistants and mechanics.
6. Contestants start in the competition at their own responsibility with full awareness of the risk of losing their health or life. The Organiser, the authorities, and the competition management shall not be liable for any damage caused by the competitors inflicted on third parties and he shall not be liable for the consequences of accidents experienced by the competitors or by their property.

ARTICLE 5. RIGHTS TO PUBLIC IMAGE

1. By signing the competition entry form each competitor gives his/her consent to record and use his/her public image and to place it in all Organiser's informational and promotional materials (including printed materials and the Internet) without any time limitation and without regard to the place and means of exposing, on the following fields of exploitation:
 - a. recording by any techniques/systems/types of record on all magnetic, digital record carriers, photosensitive and printing carriers, etc. Copying the records onto another type of technique/system/type of record/carrier, magnetic, digital, photosensitive record carriers including on an unlimited number of carriers
 - b. producing images by any technique, including by print, by reprography technique, by magnetic record and by digital technique,
 - c. multiplying the records in an unlimited number of copies on all types of carriers, by means of any technique, including magnetic, photosensitive, printing, reprography or digital recording;
 - d. marketing,
 - e. introducing into computer memory, into a computer and/or multimedia network, into databases,
 - f. making available to the public in such a way that everybody may have access to the images and objects of related rights in place and time they may select (e.g. publishing on the Internet, e.g. on any websites and on any paid or free services, especially video on demand, pay-per-view, available in downloading, streaming, IPTV, ADSL, DSL and any other technique), and also as part of any telecommunications services using any systems and devices (e.g. landline and/or mobile phones,



desktop computers and/or laptops, as well as transmission with the use of any available technology, e.g. GSM, UMTS, etc. by data transmission telecommunication networks),

g. sharing of carriers where images are recorded and introducing of image records to the computer memories and computer network servers including readily available ones, such as Internet as well as making available their records (files) to the users of such networks in the whole world by telecommunication networks at any place and time, VOD system including, making available in websites and internet portals, P2P and other file sharing protocols;

h. multiple transmitting by visual or audio method, whether wire or wireless, also stereophonically by ground stations or by satellites, including the so-called "digital platforms" worldwide, for viewers of any systems of TV reception (including transmissions in the Internet in any form - "on demand", "pay per view", easily accessible for all Internet users, etc., dissemination in closed facilities, ships, planes, etc.);

i. analogue or digital re-broadcasting of picture and/or sound (coded or non-coded, payable or free of charge in any system, format or technology) among others via digital platforms, cable networks, telecommunication connection, mobile television, IPTV, DSL, ADSL, any computer networks (including the Internet), etc..

j. marketing carriers with the recording of contestant's public image (any types, including VCD, DVD, video cassettes, digital files, etc.) or of its fragments in unlimited number of copies, granting consent for exclusive rights to broadcast, including transmission in cable networks and digital platforms as well as in telecommunication networks and readily available networks like Internet;

k. introducing into computer memory, multimedia network and telephone network;

l. publication and distribution in all issues, irrespective of the form, standard or format, without limitation on the volume of circulation, editions and copies . with a description and to be used as press materials and other publications in Polish or in other language versions; it includes also the right to reprint in part or in whole (before and after the production), also on photocopies, micro copies and micro reproductions, as well as the right to duplicate in any other way;

m. use in multimedia works;

n. use on Internet websites,

o. making the content available in video on demand and pay-per-view technology, using in mobile devices, mobile telecommunication networks, Internet networks, press releases and as part of promotional, marketing or advertising activities and materials;

p. making the image available to the public in such a way that everybody may have access to it at place and time they may select;

q. design, arrangement, adaptation, change of layout or any other modifications in the computer record with the right to multiply the results of such changes and preserving the author's rights;

r. distribution by third parties in public or non-public way;



- s. using the image for promotional purposes and to promote DMGP or other entities, if deemed appropriate by DMGP,
- t. commercial use of an image within the Internet
- u. using the image in other works and during any of the Ordering Party's activities or during the activities of entities indicated by the Ordering Party;
- v. public displaying and playing.

ARTICLE 6. SUPPLEMENTARY REGULATIONS FOR THE COMPETITION

1. DMGP may establish Supplementary Competition Regulations applicable during a given event. Such a document shall not be at variance with these Regulations.
2. Competition authorities and management may issue Announcements during the competition. Such Announcements may not be in opposition to these Regulations.
3. Supplementary Regulations for the Competition and Announcements shall be made known to the competitors by placing them on the information board in the Competition Office or in the Machine Park.

ARTICLE 7. ENTRIES AND REGISTRATION FEES

1. Only competitors having a license or a so called "wild card" issued by DMGP for the year 2017 (Article 8) who make a correct entry of a competitor for the competition in accordance with point 4 and who pay the registration fee in the amount set out in point 2 shall be allowed for the competition.
2. The registration fee is:
 - a. € 200 for participation in a single round of the competitions - in the case where the payment is made no later than 14 days prior to the date of Technical Inspection. In the case where the payment is made after that date, the registration fee shall be € 600.
 - b. € 900 for participation in all rounds of the 2017 season - in the case where the payment is made no later than 14 days prior to the date of Technical Inspection of the first round of 2017 DMGP.
3. The registration fee is not returnable if the registration form was delivered to the Organiser, and also in case when the contestant did not appear at the competition, irrespective of the reason or if the registered contestant's car did not pass the Technical Inspection. In case of cancelling the competition the registration fee shall be returnable. The registration fee should be paid directly at Organiser's bank account.
4. Registration of a competitor is made by filling in a registration form available on DMGP's website [www.driftmasters\(gp\)](http://www.driftmasters(gp)), not later than 14 days before the competition.



5. The deadline for sending entries and payment of the registration fee is 14 days before the day of Technical Inspection.

6. Each competitor may register one primary car and one backup car in the competition on condition that they do not diverge from each other in their appearance (two cars of various makes/models with their appearance referring to the team colours shall be acceptable); otherwise the cars shall be not admitted to the Technical Inspection by the Technical Commission. It shall be allowed to register one backup car for a team provided that it is registered 14 days prior to the Technical Inspection of a given round, in accordance with the Regulations.

7. Any competitor who wants to obtain a VAT invoice for the payment of the registration fee should enter the invoicing data in the registration form. The invoice may be received in the Competition Office.

8. Filing a registration by the competitor and placing the competitor on the Entry List shall constitute a civil-law agreement concluded between the competitor and the Organiser. When submitting an entry, the competitor confirms that he/she knows the regulations of the competition and shall follow them, waiving any claims against the DMGP Organiser, including litigation.

ARTICLE 8. LICENSE FOR DMGP 2017

1. In the 2017 season, only competitors with a valid DMGP licence for the 2017 season shall be admitted to competitions by the DMGP Management Board, subject to point 5.

2. In order to obtain a DMGP licence for the 2017 season, it is necessary to participate in a Drivers Search organised by DMGP and receive a positive assessment from the board of judges, subject to point 4.

3. In the 2017 season, Drivers Searches shall take place during training sessions organized before each round of the DMGP competitions. Entries for Drivers Searches shall be examined by the DMGP Management Board on an individual basis. Entries shall be sent by email at the address: [biuro@driftmasters\(gp\)](mailto:biuro@driftmasters(gp)).

4. The first 44 competitors in the 2016 DMGP general classification shall receive licences for the 2017 season without the obligation to participate in a Drivers Search.





5. DMGP Management Board may admit competitors having the so-called "wild card" to the competition on individually agreed terms and conditions.

ARTICLE 9. STARTING NUMBERS - ADVERTISING

1. The competitors shall have the right to select their starting number (ranging from 11 to 999) by filing a query at [biuro@driftmasters\(gp\)](mailto:biuro@driftmasters(gp)). The availability of each of the numbers shall be dependent on the order of queries.

2. DMGP shall make a feedback confirmation (via e-mail) as to the availability of a selected number and as to its assignment to a particular competitor. In case the selected number has been chosen by another participant, DMGP shall inform about the necessity of selecting another starting number.

3. In case a competitor does not select his or her starting number, such number will be assigned by the Organiser.

4. The starting numbers must be placed individually by the competitor in every car registered for the competition in accordance with the following rules (for blending scheme see point 9):

a. a starting number with digits with the height of 80 cm - on the roof, centrally to the car's centre line, where the upper edge of the digits shall be as close to the windscreen as possible

b. starting number with the height of the numbers equalling 15cm - on both rear side windows as close to the "B" post as possible; in case of there being no rear side windows, the starting numbers shall be placed on front side windows as close to the "B" post as possible.

5. The competitors are obliged to place a blend received from the Organiser on the upper strip of the front window (for blending scheme see point 9). Placing any other labels or inscriptions on the front window is strictly forbidden.

6. There is a total ban on placing on the cars any blends and inscriptions related to other organisations and Organiser of events competitions with a similar business profile as that of DMGP.

7. The Organiser shall have the right to oblige the competitors to place additional advertisements on their cars in the following places: on the roof, on both corners of front and rear bumpers and in a place of front and on rear number plate.

8. Competitors are obliged to place their surnames on their own in the lower part of rear side windows, on both sides of the car (for blending scheme see point 9) in accordance with the requirements set out below:

a. font Arial, capital letters with the height of 10 cm,

b. it is possible to place the first letter of the name,

c. it is possible to place the competitor's national flag before the surname,

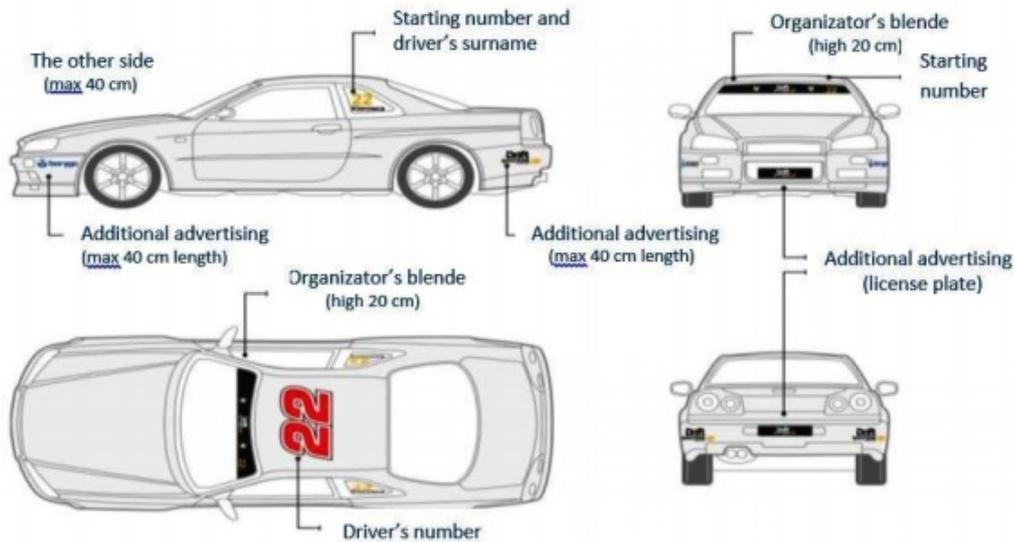
d. letters colour - white,

e. letters placed directly in the window, without any background.





9. The car pasting pattern shall be as follows:



ARTICLE 10. TECHNICAL INSPECTION OF THE CARS

1. The technical inspection shall be carried out by the Technical Commission in the composition appointed by the: Technical Manager. The Technical Commission verifies the fulfilment of technical specifications set out in Technical Regulations by registered cars and admits the cars to the competition.
2. The Technical Inspection shall take place at the place and time indicated by the Organiser. The Technical Commission shall have the right to inspect the cars at any place and at any time during the competition.
3. Every car taking part in the competition must conform to technical and safety regulations at any time during the competition i.e. from Technical Inspection until the end of the runs.
4. Non-compliance with any technical requirement as described in Technical Regulations by a car registered in the competition shall result in not admitting the car to the competition or in a ban on its further participation issued by the Technical Commission.
5. A car presented to technical inspection before the competition must be in its race ready condition. During car weighting the driver must be present in the car and wear full uniform as required by the regulations.
6. In case of collision or a necessity to change any car part (except for the wheels), a competitor is obliged to submit the car again to technical inspection by the Technical Commission in order to register the car again for competition.



7. A competitor who has completed the qualifying runs has a right to lodge a protest concerning other competitor within 5 minutes from the completion of the qualifying round if he/she deems that this competitor's car does not comply with technical regulations.

8. A competitor who has finished pairs runs has a right to lodge a protest concerning his/her rival in the run within 3 minutes from the announcement of results if he/she deems that this rival's car does not comply with technical regulations.

ART.11. COMPETITION PROCEDURE

1. The competition shall consist of two stages

a. Qualifying Session,

b. Final Session (Top32).

2. A detailed agenda shall be announced by the Organiser before the start of the competition.

3. In the Qualifying Session the competitors start individually. During the runs, the key criteria of assessment by the ToJ are: drift angle, drift line and the average speed of a designated section of the track. A detailed review of the principles of assessment in the qualifying runs shall be presented by the ToJ at a briefing before the start of the runs.

4. The assessment rules of qualifying runs shall be presented in detail by the ToJ during a briefing.

5. In runs of the Final Session, competitors compete in pairs. Apart from the criteria mentioned in point 3, the distance between the cars during the run shall also be taken into account in an assessment of these runs. The assessment rules of pair runs shall be presented in detail by the ToJ during a briefing.

6. During the Final Session the order of taking places before the starting zone shall be determined in accordance with pts 12 and 14.

7. The starting signal is given exclusively by the Starting Judge with the use of flags and/or signalling lights. Not following the Starting Judge's signals or signal lights shall be punished, disqualification inclusive.

8. The Qualifying Session shall be divided into 2 series of runs, each assessed by the Team of Judges.

9. Principles of runs in the Qualifying Session:

a. The first competitor who enters into the starting zone is the Competitor Leading the Qualifying Session. In case the Leading Competitor pulls off the track during the Qualifying Session, the competitor running directly after him/her shall automatically become the new Leading Competitor. This rule shall be effective each time the Leading Competitor pulls off the track.

b. Each time the Leading Competitor pulls into the starting zone, a new run series shall be initiated. Every competitor entering the starting zone later than the Leading Competitor shall start the same



run series as was initiated by the Leading Competitor irrespective of the number of runs made by him/her earlier.

c. When the Leading Competitor starts the last run series, all competitors running after him/her have the right to one run only, irrespective of the number of runs made by them beforehand.

d. The series of qualifying runs shall end when:

☞ all competitors being on the track have completed their run series set by the Leading Competitor

☞ no competitor has appeared in the starting zone for 2 minutes counting from the moment it was left by the previous competitor.

e. During the qualifying runs the competitor has the right to leave the track and go to the Machine Park at any time and as many times as it needed without informing track service about the fact.

f. A competitor is under absolute obligation to take the place at the end of the queue of cars waiting for the entry to the starting zone irrespective of whether he/she is approaching it directly after finishing his/her run or goes to the track from the Machine Park or from the servicing zone.

g. During the qualifying runs the cars must take place individually in a queue before the starting zone.

h. The information concerning the procedure of taking places before the starting zone and a diagram of taking places shall be provided in a separate announcement not later than before the commencement of the qualifying runs.

11. An assessment made by the Team of Judges, calculated based on the best result of two qualifying runs of each competitor shall be decisive as regards the competitor's ranking in the Qualifying Session. In the case where equal scores are obtained, the position of a competitor shall be determined based on the second (or third) best run result in the Qualifying Session. If this is not decisive, the competitors' positions shall be decided by their higher ranking in the general classification of a given season. If this is still not decisive, the competitors' positions shall be determined by additional runs; each of the competitors shall make a single qualifying run, and on its basis, the ToJ shall decide on the ranking of those competitors. A competitor who has obtained more points during an additional session shall be ranked directly above his/her rivals in the additional session.

12. Top 32 competitors of the qualifying runs shall be admitted to the Final Session – pairs runs.

13. In the Final Session, runs shall take place in the order according to the following diagram:

14. During the pairs rounds at the Top 32 each pair of competitors makes two scored runs: each driver "chases" once and "escapes" once.

15. Rules of pairs runs in the Final Session:



- a. The sequence of placing competitors in pairs shall be decided basing on their results in the qualifying runs – the higher-ranked competitor enters the ToJ-evaluated zone as the first one.
- b. ToJ must inform the competitors about the side of the starting zone taken by the higher-ranked competitor.
- c. After the start of a pair run, when the competitors are driving through a designated forming section, the distance between them shall be determined by the proximity box zone. If there is none, the competitors must go side by side at a speed determined by a competitor that enters the assessment zone first in a given run.
- d. At a signal given by the main judge (starting light), competitors participating in a given run shall have 2 minutes to appear at the starting line. The starting judge turns on the clock counting down two minutes once the competitors have been let into the pre-starting zone.
- e. The beginning and end of the 2-minute period shall be determined by the competition's main judge.
- f. The break between the runs shall be extended by 3 minutes if a competitor runs the next pairs round consecutively.
- g. if one of the pairs run competitors does not appear on the starting line at the appointed time, his/her pairs competitor is automatically acknowledged as a winner of a given round and passes to the next stage of the competition.
- h. If none of the two pairs run competitors turns up in the starting zone at the appointed time, a competitor who scored more points in the previous runs carried out between those two competitors passes to the next stage of the competition and if such scoring is equal – the competitor that scored more in the qualifying round shall pass to the next stage.

16. The main judge, on each stage of the competition, may order an additional break not provided for in the Regulations.

17. If it is necessary to repair a car after a collision that, pursuant to a decision made by the ToJ, has not been caused by a given competitor, such a competitor shall have the right to request the Machine Park Manager orally to be granted an additional technical break. The request must be made directly after the collision. Requests made after the deadline to appear at the starting line specified in point 15 shall not be considered. The request shall be examined immediately by the Technical and Route Safety Director or by a person appointed thereby, who shall decide whether to grant the technical break. An expected maximum break time shall be 10 minutes.

18. The principles of scoring in pairs runs:

- a. The scoring in pairs runs shall be determined by the Team of Judges. The scoring is given and announced to the competitors after the completion of each race consisting of two runs.
- b. The total scoring in two runs shall determine the winner of the pairs round.



- c. The evaluation of pairs runs is to give drivers from the pair a total of 10 points by each member of the Team of Judges for each run.
- d. The pairs race result is a sum of points obtained by each competitor in two runs.
- e. In case both competitors obtain the same number of points – a draw – two runs are repeated, a so-called extra run. The order of competitors in the extra round shall be the same as in the first round. Only one extra round is allowed for a given pair of competitors.
- f. The competitor who is the winner in a given pair shall qualify to the next stage of the competition.
- g. In the event that the extra round does not provide any settlement, the winner is the competitor who was ranked higher in the qualifying runs.
- h. Extra rounds are carried out after the completion of each of the stages of the competition (TOP 32, TOP 16, TOP 8, TOP 4), in an order similar to the order of basic runs of given pairs. Extra rounds during A and B finals shall be carried out directly after the basic runs of given pairs.

19. The winner of the competition shall be a competitor who, pursuant to the TOP 32 stage diagram of the Final Session provided for in point 14, has won the runs in Final A. The 2nd place shall be taken by a competitor who has lost the runs in Final A. The 3rd place shall be taken by a competitor who has won in Finale B. The 4th place shall be taken by a competitor who has lost in Finale B. Places from the 5th to the 8th shall be awarded to competitors based on the number of points obtained in pair runs in TOP 8. Places from the 9th to the 16th shall be awarded to competitors based on the number of points obtained in pair runs in TOP 16. Places from the 17th to the 32nd shall be awarded to competitors based on the number of points obtained in pair runs in TOP 32. In the case of the same number of points obtained in pair runs, the ranking of competitors shall be decided based on results of qualifying runs.

20. Should an event of force majeure occur during a qualifying round, the competition shall be cancelled.

21. If it is impossible to carry out the whole Final Session or part thereof, the results shall be determined as follows:

a. If it is impossible to carry out all the TOP 32 runs, along with extra runs, results obtained in the qualifying round shall be the official results of the competition.

a. If it is impossible to carry out all the TOP 16 runs, along with extra runs, the official results shall be as follows:

I. all competitors who have won the TOP 32 runs shall be ranked 16th *ex equo*,

II. competitors who have lost their TOP 32 runs shall be ranked from 17th to 32nd respectively, in accordance with the Regulations.



c. If it is impossible to carry out all the TOP 4 runs, along with extra runs, the official results shall be as follows:

I. all competitors who have won the TOP 8 runs shall be ranked 4th *ex equo*,

II. competitors who have lost their TOP 8 runs shall be ranked from 5th to 16th respectively, in accordance with the Regulations.

d. If it is impossible to carry out all the runs of Finals A and B, along with extra runs, the official results shall be as follows:

I. competitors who have qualified to Final A shall be ranked 2nd *ex equo*,

I. competitors who have qualified to Final B shall be ranked 4th *ex equo*,

e. If it is impossible to carry out all the runs of Final A, along with extra runs, the official results shall be as follows:

I. competitors who have qualified to Final A shall be ranked 2nd *ex equo*.

22. Competitors who have been classified receive points for the 2017 DMGP general qualification (depending on their position in the qualifying round and position in pair runs) in accordance with the following principles:

a. The points shall be awarded only to those competitors who have completed the competition and have been classified.

b. Points awarded in pairs runs shall be as follows:

1st place - 100 points,

2nd place - 90 points,

3rd place - 80 points,

4th place - 70 points,

5th place - 62 points,

6th place - 60 points,

7th place - 58 points,

8th place - 56 points,

9th place - 50 points,

10th place - 48 points,

11th place - 46 points,

12th place - 44 points,



13th place - 42 points,

14th place - 40 points,

15th place - 38 points,

16th place - 36 points,

17th place - 25 points,

18th place - 24 points,

19th place - 23 points,

20th place - 22 points,

21st place - 21 points,

22nd place - 20 points,

23rd place - 19 points,

24th place - 18 points,

25th place - 17 points,

26th place - 16 points,

27th place - 15 points,

28th place - 14 points,

29th place - 13 points,

30th place - 12 points,

31st place - 11 points,

32nd place - 10 points.

c. Points awarded for places in qualifying runs:

1st place - 10 points,

2nd place - 8 points,

3rd place - 6 points,

4th place - 5 points,

5th-6th places - 4 points,

7th-8th places - 3 points,





9th-12th places - 2 points,

13th-16th places - 1 point.

21. The overall DMGP 2017 classification shall include points obtained by a competitor both in pairs runs and in qualification rounds.

ARTICLE 12. REPAIRS

1. Making repairs of the cars taking part in the competition is allowed only in the Machine Park and in a specially designated servicing zone located in the prestarting zone.
2. Only drivers, their mechanics, authorised media representatives and persons authorised by competition management may remain in the pre-starting zone.
3. In the course of pair runs during double-runs, only small repairs and adjustments shall be permitted in the service zone. It is forbidden to change wheels, regulate tyre pressure and refuel.
4. Changing wheels and fuelling between separate runs of one pair is forbidden, except for situations when a defective wheel prevents further participation in the competition

ARTICLE 13. DRIVER'S DUTIES DURING THE COMPETITION

1. The competitors participating in the competition are obliged to park their vehicles in a specially separated parking area called the Machine Park.
2. A competitor is obliged to appear on time and participate in all briefings of competitors that are organized during the competition whether they are included in the agenda or announced in additional announcements. Competitors who do not attend the briefings will be subject to penalties in accordance with Article 14 hereof.
3. While driving on the track, drivers must wear a fastened helmet and must have the seatbelt fastened. They must also wear overalls, boots, gloves, a balaclava and a turtleneck + socks, in accordance with the DMGP Technical Regulations.
4. A competitor has the right to approach the starting line only when they are completely ready to start the ride, i.e. after meeting the requirements set out in point 3.
5. Passengers are not allowed in the car during the competition.
6. Each vehicle participating in the competition may be driven only by one driver. With the exception of backup cars assigned only to a single team. Then, up to two assigned drivers of a given team may use the backup car. All persons present at the competition area shall be obliged to observe safety rules and limit the vehicle speed to 10 km/h. The speed limit on the track and access roads separated from the public shall be 50 km/h. The speed limit shall not apply to competition runs and official training sessions.



7. During the training sessions and during the competition, the Driver is obliged to follow judges' commands, in particular they must react on flags and signal lights, or otherwise they will be punished or even excluded from the competition.

8. A car which has oil or other substance leakage during training or competition, must immediately pull over onto the verge of the track. It is forbidden to continue the ride in order to reach the Machine Park or servicing zone under the pain of penalty.

9. Each car that has stopped on the competition track during the competition or during the training session must be removed from, observing all safety measures. A driver is obliged to honour all commands issued by Organiser's services.

10. Pursuant to Article 10 point 10, a car must comply with all technical and safety regulations at any time during the competition and in particular during the training, qualifying and pairs runs. In addition, a car must have all body elements, especially the hood and front and rear bumper. Any lack in body elements may result in the exclusion of a competitor.

11. All competition participants are obliged to use impervious protective sheets in car servicing spots in the Machine Park.

12. The competitors going by cars outside the indicated competition track must act with particular caution and give way to the pedestrians.

13. Upon crossing the entrance gate, all competitors must observe the regulations of appropriate rules, as well as orders and instructions issued by the Organiser or by event protection personnel, by security services and by any persons authorised by DMGP. A driver is not allowed to consume alcohol or take other substances forbidden by law 48 hours before the competition, during the competition and after the competition until they leave the competition venue.

14. During the competition, there is a ban on taking passengers, except for a decision issued by the Organiser.

15. In the Machine Park, there is a ban on setting any fire, including grilling.

16. All over the area of the competition spaces non-alcohol, drugs and other means prohibited by law.

ARTICLE 14. PENALTIES

1. Penalties may be imposed by the Organizer (DMGP) and the Competition Management: the Competition Director, the Technical and Route Safety Director and/or the Team of Judges (ToJ).

2. Classification penalties shall be as follows:

a. refusal to allow the competitor to start,

b. exclusion from the competition.

3. Fines and their amounts shall be as follows:





- a. the so-called “rubber burning” - EUR 100 to 500 and covering costs of repairs of damage to the track surface,
 - b. conscious driving with leaking oil, coolant, etc. on the competition track - EUR 100 to 500 and covering costs of repairs of damage to the track surface,
 - c. exceeding the speed limit on the access road to the Machine Park or the pre-starting zone (it applies to training and warm-up sessions) - EUR 100 to 500,
 - d. an attempt to start before a command is given by the starting judge – EUR 50 to 200,
 - e. being late for drivers’ briefing - EUR 50 to 100,
 - f. absence from or being late for the award ceremony in the case of competitors ranked 1st, 2nd or 3rd - EUR 250 to 1000,
 - g. presence of unauthorised persons of the competitor’s team in the pre-starting zone – EUR 50 to 200,
 - h. unsportsmanlike conduct of the competitor or members of the team thereof – EUR 100 to 500,
 - i. failure to follow signals of flag judges and light signals – EUR 50 to 200,
 - j. lack of impervious protective sheets in car service places in the Machine Park - EUR 200.
4. Offences subject to a penalty, including expulsion:
- a. failure to appear for the technical inspection (Competition Management, ToJ, DMGP),
 - b. driving a car in a direction opposite to the direction applicable on a given track section, driving a car at variance with the rules provided for at drivers’ briefing on a forming section during pair runs (Competition Management, ToJ, DMGP),
 - c. absence at an obligatory drivers' briefing (Competition Management, ToJ, DMGP),
 - d. participation or attempt to participate in the competition by unauthorised drivers: fine or suspension (DMGP), fine or expulsion (ToJ); in less drastic cases: warning,
 - e. use or an attempt to use a vehicle not conforming to the regulations or colliding with the provisions on advertising: fine, expulsion or suspension (ToJ, DMGP),
 - f. causing a collision or an accident: warning, fine, expulsion (ToJ), loss of championship points, up to and including suspension, disqualification (DMGP),
 - g. driver’s behaviour incompatible with the regulations: warning, fine, expulsion (Competition Management, ToJ, DMGP),
 - h. failure to obey flag signals and signalling lights: warning, up to and including suspension (Competition Management, ToJ, DMGP),



- i. failure to follow the instructions given by the Organiser or by other officials: warning, up to and including suspension (ToJ, DMGP),
 - j. questioning decisions issued by the ToJ: warning, up to and including disqualification (ToJ, DMGP),
 - k. not allowing for the Technical Inspection of a vehicle: expulsion (ToJ), suspension (DMGP),,
 - l. unsportsmanlike conduct: warning, up to and including disqualification (ToJ, DMGP),
 - m. using tyres that do not conform to the regulations: expulsion (ToJ), disqualification (DMGP),
 - n. every case of breaching the safety rules by the competitor or by their team member resulting from moving the vehicle in the Machine Park and/or on access roads within the event venue shall be treated as a petty offence and shall be penalized at Competition Manager's own discretion.
5. The application of penalties and offences mentioned in points 3 and 4 does not exhaust all possibilities of applying penalties. The Competition Management is authorised to impose penalties without the need to follow any particular procedures.
6. Penalties are imposed by the Team of Judges. The ToJ is in no way bound by the decision made by the Competition Management and is authorised to change the amount of penalty also to the concerned person's disadvantage. ToJ is authorised to apply higher or additional penalties for all offences described in points 2-4 and to impose the following additional penalties:
- a. reprimand
 - b. fine of up to EUR 1000
 - c. not allowing a competitor for the competition
 - d. expulsion from the competition
 - e. exclusion from the competition ranking and a request for the DMGP to take further measures.
7. All penalties imposed by the ToJ may cumulate. The penalties imposed by the ToJ do not exclude the possibility for DMGP to impose additional penalties. A competitor has the right to appeal to DMGP against the penalties imposed by the ToJ.
8. Penalties may also be imposed by DMGP. Apart from the penalties imposed by the ToJ, DMGP has the right to impose the following penalties on the competitors, their team members and on sponsors' representatives, officials, organisers as well as on any other persons subject to the jurisdiction of the DMGP Regulations:
- a. fine of up to EUR 2500
 - b. disqualification
 - c. suspension and disqualification



d. ban on appearing as an public person temporarily or permanently.

9. Any penalties imposed by DMGP may cumulate. There is no possibility of appealing against the penalties imposed by DMGP.

10. The participants of DMGP events are obliged to behave with dignity and in accordance with the rules of good conduct. They must be also loyal with respect to DMGP, to the organisers and to any officials and must refrain from any behaviour that could be detrimental to Organiser's interest.

11. The competitors shall be responsible for their own actions and for the actions of all their team members and sponsors' representatives. The offences and cases of violating the regulations and orders issued by the Competition Management are subject to free assessment by the Team of Judges and/or by the Competition Management. The penalties imposed by the ToJ and by the Organiser should be adequate for the circumstances of a given case.

ARTICLE 15. SIGNALLING FLAGS

1. The following signalling flags are used on starting line:

- Green flag - used to signal the start of the run. The starting signal is given by lowering the flag.
- Red flag - shall be displayed by waving on starting line when there is a decision to stop the training session or the competition.

2. Signalling flags used during the runs on the track are as follows:

- red flag - shall be used to signal danger and shall be displayed to the drivers with the following meanings: "Stop slipping. Slow down to 20km/h. Do not overtake. Be ready to change the route direction or to stop. The track is completely or partially blocked" .

ARTICLE 16. RESULTS - CLASSIFICATION

1. After the end of the season, the final ranking shall be determined in accordance with the rules set out in Article 11 point 20.

2. After the end of the 2017 season, the titles of DRIFT MASTERS GRAND PRIX 2017 Champion and two Vice-Champions shall be awarded.

3. In the event that several drivers obtain the same number of points in the season's individual ranking, a higher place is awarded to a competitor who was awarded a bigger number of higher places in particular rounds gets better place. In case of no settlement. the places shall be awarded exaequo.<segment 3906>

ARTICLE 17. PROTESTS

1. Each competitor has the right to lodge an unlimited number of protests concerning the violation of these Regulations, except for the results and judge's notes.





2. All protests should be addressed to the Competition Manager in writing and submitted in the Competition Office together with a fee of 300 EUR.
3. Such fee shall not be returnable if the protest is not accepted. If the protest is deemed to be well-grounded, the fee shall be returned to the protestant.
4. In case of a technical protest, the fee is returnable when the protest is justified, Otherwise, the fee is paid to the competitor against whom the protest was lodged after deducting technical inspection costs.

ARTICLE 18. PERSONAL DATA

1. Making a payment at driftmasters(gp), the user agrees for placing their personal data in the driftmasters(gp) database and for processing such data for the purposes of performing this Agreement. Submitting personal data by the User is voluntary; however, lack of consent for processing such data makes it impossible for the Organiser to realise the order. The User shall be responsible for submitting incorrect personal data.
2. The data are protected pursuant to the Act of 29.08.1997 on personal data protection (i.e. Journal of Laws Dz.U. No. 101 of 2002, item 926 as amended) in a way that disallows for any third party access.
3. The Users of driftmasters(gp) shall have the right to view their personal data, correct such data and request such data to be removed.

ARTICLE 19. FINAL PROVISIONS

1. All persons present at the competition venue are obliged to observe safety rules. The Organiser reserves the right to remove any persons who pose a threat to the safety of event participants from the event venue.
2. Spectators must leave their cars on an indicated car park and must move on foot at places accessible to the public.
3. The Organiser does not take any responsibility for the things left unattended, lost or stolen. The Organiser, the authorities and the Competition Management do not take any responsibility for any damage or loss to third persons or to their property caused by the participants (e.g. by spectators, competitors, mechanics and by media representatives) during the competition. The Organiser has a right to seek compensation from the person who caused the damage,
4. The Organiser reserves the right to organize showpiece runs that shall not be included in the classification of the competition.
5. Drift Masters Grand Prix Sp. z o.o. reserves the right to interpret these Regulations. z o.o.



Drift[®]
MASTERS.gp
GRAND PRIX