



Kuwait Motor Town's Drift Championship – Sporting Regulations

INTRODUCTION

These Sporting Regulations have been drafted by Kuwait Motor Town and follow the FIA Guidelines for Drifting Events. These Sporting Regulations are applicable only to Kuwait Motor Town Drift Championship, organised by Kuwait Motor Town

The Kuwait Motor Town Drifting Championship will take place at the Drift Arena in Kuwait Motor Town, Kuwait from the 18th of December, 15th of January 2026, 12th of February 2026, 19th of February 2026, and the 26th of March 2026.

In the sense of the present Sporting Regulations, terms referring to natural persons are applicable to both genders

GENERAL INFORMATION

This competition is organized in accordance with the FIA International Sporting Code (ISC) and the National Sporting Code of the ASN governing the competition.

The Organiser shall be responsible for conducting the competition in accordance with the provisions set out in these Regulations.

Drifting is a scored competition in which cars compete by performing controlled slides of the rear-axle on a defined track (racetrack, closed road, or marked track); drivers should prevent the interruption of rear-axle slides of the car by spinning or straightening of the car (rear axle is following front axle). Only rear-wheel drive cars can participate.

Generally, each competition will comprise of three stages:

1. Practice
2. Qualification (Solo Runs)





3. Solo Runs (Best of 2)

COMPETITION DIVISIONS

1. COMPETITION PARTICIPANTS

A competitor is always at least one driver and car and possibly another registered person authorized to act on their behalf. Multiple cars can be registered for the competition by one competitor. However, the competitor must appoint a person to act as a team representative (Driver, Team manager, Spotter). The team acts solely through a team representative who officially represents the team, can protest and can opt out the team from the competition, or even from the championship. It is permitted to replace the team representative. If a team representative is replaced during the competition, it is the driver's responsibility to report the change to the event secretary. Replacement of the team representative is only affective following a formal notification of this change to the event secretary.

2. ENTRY PROCEDURE

2.1 DRIVER AND COMPETITOR APPLICATIONS

Applications to compete in the Kuwait Motor Town Drifting Championship must be submitted to Kuwait Motor Town. Entry forms can be found on the dedicated event website. [www.kmt.kw.com]

Competitors' registration will be **opened by KMT on 10th of December 2025.**

The entry fee is **50 Kuwaiti Dinar per car.** (Price is Per Round)





The Kuwait Motor Town Drifting Championship entry list will be published at least 2 days before the beginning of the competition.

2.2 DRIVER AND COMPETITOR ELIGIBILITY

All drivers, competitors and officials participating in the Cup must hold current and valid ASN National Competition License & Start Permission from Foreign ASNs.

Drivers must be in possession of a Valid National Race License as a Minimum and issued by KIAC (Kuwait International Automobile Club) or an FIA affiliated ASN to race and score Championship Points.

Drivers with licenses from other ASNs around the world may compete, but they must have Prior start permission from their home ASN to compete.

COMPETITION OFFICIALS

3. COMPETITION OFFICIALS

The competition officials are appointed by the organizer in consultation with the ASN and/or FIA. Officials must declare any conflicts of interests that may prejudice the performing of their roles.

All officials shall conduct themselves according to the highest standards of behaviour and failure to do so may result in loss of appointment for the event or revoking of their licence.

The following roles will be among those appointed and named in Appendix 5:

- Stewards,
- Clerk of the Course and/or Race Director,
- Event Secretary,
- Chief Scrutineer and/or Technical Delegate,
- Judges,
- Safety Delegate





- Media Delegate, and,
- Sporting Delegate.

3.1. STEWARDS

The Stewards must be in close contact with the Clerk of the Course and/or the Race Director for the duration of the event in order to ensure the proper running of competition.

The Stewards are appointed by the FIA and/or ASN under whose jurisdiction the competition is organised.

The Stewards have the absolute power to ensure compliance with all appropriate regulations and procedures, and report only to the applicable courts.

The responsibilities of the Stewards will include (but are not limited to):

- Approving any changes to the event regulations through issuing a Bulletin,
- Considering any matter referred to them by the Clerk of the Course, Race Director, Judges or Chief Scrutineer and/or Technical Delegate and imposing penalties, up to and including disqualification, as required,
- Postponing or suspending a competition in case of force majeure or serious safety reasons, on recommendation of the Clerk or the Course and/or Race Director,
- Approving any changes to the competition timetable, and,
- Approving the final results of the competition.

3.2. CLERK OF THE COURSE AND/OR RACE DIRECTOR

The Clerk of the Course will be responsible for ensuring the competition is organised and run to a safe standard and in conformity with the competition regulations. A Race Director may be appointed to work alongside the Clerk of the Course.

Competitors must follow all instructions from the Clerk of the Course and/or Race Director.

The responsibilities of the Clerk of the Course and/or Race Director will include (but are not limited to):

- Ensuring that all officials and assets are in position and that the racetrack is safe and ready for competition,
- Liaising with the relevant local authorities to ensure a safe, regulated event, and,
- Keeping the competition on schedule according to the published timetable.





3.3. EVENT SECRETARY

The Event Secretary is responsible for all event documentation, including competitor information, ASN regulations and official results. It is the responsibility of the Event Secretary to ensure that the event is permitted to take place by the local government, ASN and FIA, and that each competitor is permitted to take part.

3.4. TECHNICAL DELEGATE AND/OR CHIEF SCRUTINEER

The Chief Scrutineer examines the competition cars and the drivers' personal protective equipment, in order to ensure their conformity with the regulations.

A Technical Delegate may be appointed who will supervise and assist the work of the Chief Scrutineer and have full authority over the national scrutineers. If appointed, the Technical Delegate is responsible for all technical matters, including scrutineering.

The responsibilities of the Chief Scrutineer will include (but are not limited to):

- conducting checks prior to the start of the event on all entered cars to ensure that they are safe for competition in compliance with the appropriate Regulations and entered into the correct competition category,
- monitoring the condition, providing reports and advice on all cars involved in accidents, including assessing their suitability to resume competition activity, and,
- ensuring that all competitors correctly wear or use their required personal safety equipment, including gloves, boots, fireproof undergarments, race suit, helmet and Frontal Head Restraint, as required in the Regulations.

3.5. JUDGES

The judging panel consists of three judges, one of whom may be appointed as Head Judge and the third Judge being appointed by the ASN. Judges will be specifically named in the Special Provisions for the Sporting Event. The Head Judge is responsible for the driver's assessment protocols and maintains communication with the Clerk of the Course, Race Director and Stewards throughout the event. During qualifying, the Judges will independently assess each competitor's qualifying runs using individual criteria, which are then added together for a possible total of 100 points.

Judges can use video replays or any other measuring tools to help them





reach a decision and are considered as a Judge of Fact.

In the case of significant changes in the driving conditions, the Judges may recommend changes to the layout to the Clerk of the Course, for approval by the Stewards.

The judging criteria for qualifying will be a combination of the following:

- Speed (speed can only be used as a scoring criteria when there is an accurate telemetry system / method of measuring speed available),
- Angle of drift,
- Line (line is designated by clipping points, outside zones and touch & go areas), and,
- Style.

Judges' responsibilities shall include:

- Determining the course layout before the competition, in cooperation with the Clerk of the Course and/or Race Director,
- Providing exact feedback to the competitors throughout the competition,
- Determining responsibility for any contact/incidents on track. Beyond this, if further action is required, the Judges can refer the matter for the consideration of the Stewards, and,
- Analysing specific complaints or queries.

3.6. SAFETY DELEGATE

The Safety Delegate is designated to help the safety Officials of the competition to perform their duties, to ensure, within their fields of competence, that all the safety regulations governing the FIA Championship are respected, to make any comments they judge necessary, and to draw up any necessary reports concerning the event.

The role of the Safety Delegate is to review and validate the Event Safety Plan prior to the event and its implementation during the event, and to supervise the work of the Chief Safety Officer throughout.





The Safety Delegate is responsible for:

- Attend safety planning and evaluation meetings in relation to the event.
- Monitor the safety of the public and media areas.
- Coordinate between FIA and ASN any administrative items regarding safety.
- Evaluate and report on any safety-related incident at the event.

3.7. MEDIA DELEGATE

The Media Delegate is reporting to the Director of Communications, the Media Delegate takes overall responsibility for all media activities and works closely with the Press Officer at the event. He is also responsible for protecting, monitoring and enhancing the image of the FIA, the sport and its events and is the day-to-day link between the FIA, media and event organisers. The role of the Media Delegate is to manage and monitor all media activity before, during and after the event.

The Media Delegate is responsible for:

- Coordinate and write FIA press releases about the event.
- Manage and administer the permanent media credentials.
- To work closely with FIA Sport and assist with the updating of regulations governing media requirements.
- To manage and monitoring of media interviews with FIA Officials.

3.8. SPORTING DELEGATE

The Sporting Delegate is appointed by the FIA and shall be responsible for the global coordination between the ASN and the Organiser for the event. He is responsible for:

- Manage the global coordination of ASN and Organiser of the event ensuring that they are provided with full information on their duties and the tools to perform their missions, and that their assignments are accomplished in accordance with the Regulations.

PENALTIES

1. PENALTIES

Any violation of these regulations or the applicable Sporting Code may result in the competitor being referred to the Stewards, who have the right to investigate and penalise as required.

The following Penalties may be applied by the competition stewards:





- Warning,
- Reprimand,
- Fine,
- Disqualification,
- Suspension, or,
- Exclusion.

Any fine must be paid by the deadline stated in the decision.

GENERAL PROVISIONS

4 GENERAL PROVISIONS

As per Article 14, it is within the rights of the Chief Scrutineer and/or the Technical Delegate to not permit a car to take part in a competition should it be deemed as unfit or dangerous. During the whole competition, the car must be in complete shape (including bumpers, bonnets, doors and other parts). Exception may be granted in the event of an accident, at the discretion of the Chief Scrutineer and/or Technical Delegate. No liquids may be leaking from the car.

COMPETITION NUMBERS AND ADVERTISING ON CARS

4.1. COMPETITION NUMBERS

The competitors shall have the right to select their starting number (ranging from 2 to 999) by making a request to the organisers when submitting their entry. Numbers will be assigned on a first come first served basis. #1 will be reserved for any reigning champion who may use that or select another (if available). If a request is not received from the competitor, their number will be assigned by the organisers.

Competitor numbers should be positioned as per the Graphical Charter in Appendix 4.





Appendix 4

4.2 COMPETITION BRANDING

Placing any other labels or stickers on the front window, apart from any supplied by the organisers, is strictly forbidden.

All cars must display their national flags and driver names in compliance with the Graphical Charter shown in **Appendix 4**.





4.3. ADVERTISING ON CARS

All advertising on cars should not obstruct the driver's vision.

All advertising displayed on cars must be in compliance with the FIA International Sporting Code and the respective National Sporting Code and applicable advertising laws of the kuwait.

5 SAFETY

5.1. GENERAL SAFETY

Should any car have a technical failure on the track during a competition or practice, it must be removed from the track as quickly as possible so that its presence does not interfere with the competition.

It is strictly forbidden for drivers to drive in the opposite direction of the competition, unless it is approved by the Clerk of the Course and/or Race Director as necessary for the car to be removed from a dangerous position.

The car will be recovered from the track only by event officials and only after it has first come to a stop. Team members may be permitted to access the track and assist with the recovery only at the express permission of the Clerk of the Course and/or Race Director, however, they are not permitted to conduct repairs to the car on the track, only assist in the cars immediate removal. Except in case of fire, the driver should remain inside the car to assist with its recovery. During practice and competition, drivers may only use the designated track and must always observe the rules of the Track regarding driving behaviour.

In a collision, breakdown, or other incident on the track, the track marshals will display red flags, which they can each deploy at their discretion when required. Should a red flag be displayed, the drivers must immediately slow down, stop drifting and proceed to the end of the track if safe to do so. In the event of a serious accident, the Clerk of the Course and/or Race Director or the Chief Medical Officer may instruct the driver to undergo a medical observation or examination. In this case, a driver may not re-join the competition until cleared to do so by the Chief Medical Officer.

The FIA and/or the Stewards on site may instruct a driver or his team to undergo an Anti-Alcohol test or a test for addictive substances at any point during the event.

Following an accident, the Chief Scrutineer and/or Technical Delegate may check a car to





determine if it remains safe and fit for competition.

Refuelling of a car is only permitted in the designated refuelling area and must be performed with the utmost care. An additional team member equipped with a minimum 6kg handheld fire extinguisher must be present throughout the refuelling process.

5.2. TRACK CONTROL

The Clerk of the Course and/or Race Director and the Head Judge must inspect the course before the start of Practice and again before the start of both qualifying and the tandem battles begins.

It is the Clerk of the Course's responsibility to ensure that the track is safe and ready for competition.

5.3 INSURANCE

5.4 PERSONAL INSURANCE

Each competitor should have his own personal injury and/ or accident insurance suitable for motorsport. The Organisers are not financially responsible for damage to the car, medical costs of competitors, or damage or loss to any equipment or infrastructure, except in cases where it is the result of negligence on the side of the organisers.

6. SIGNALIZATION

In drifting, only two flags and/or light panels (if available) should be used to signal to drivers and officials on track:

- **Red flag** – cancelation of the run due to a hazard on track. Immediately decrease speed, continue to the finish area if safe to do so or stop on the track if requested to do so by an official.
- **Green flag** – used to indicate that the track is clear of obstacles and ready for competition.





Should a competitor ignore the instructions given by an official's flag or light panel, the Clerk of the Course and/or Race Director may refer the matter to the Stewards.

7. ADMINISTRATIVE CHECK

Prior to the start of the competition, each competitor must have provided the organiser with at least the following:

- their original Driver's Licence
- a completed Entry Form and evidence that they have paid the necessary Entry Fee for the competition.
- Competetion Licence

Failure to produce all the required documentation will result in the refusal to let the competitor take part in the competition and possible forfeiture of any paid fees, at the organiser's discretion.

8. SCRUTINEERING

8.1. GENERAL SCRUNTINEERING PRACTICES AND REQUIREMENTS

At a time and place and in a manner determined by the Chief Scrutineer / Technical Delegate, and prior to the start of competition, all cars and driver safety equipment must undergo scrutineering.

Furthermore, every car remains subject to further technical inspections at any time before, during or after an event, at the time and in the place and manner directed by the Technical Delegate or the Stewards of the competition.

By entering the competition, the competitor certifies that:





- his car and personal protective equipment will remain in good condition and the same as stated on the Scrutineering check list throughout the entire event,
- the competitor will in fact use all safety and personal protective equipment noted on the Scrutineering check list and as required by the Regulations, and,
- the competitor will immediately notify the Technical Officials of the event in case of any deviation to the items/equipment stated on the Scrutineering check list.

Falsifying a Scrutineering check list or failing to comply with the Regulations may subject competitors to disciplinary action as determined by the Stewards, up to and including disqualification from the competition.

If required, Technical Officials may at any time inspect, seal for inspection, download specific stored data and/or tear down a participant's car.

Failure to comply in full with any inspection request may subject competitors to disciplinary action as determined by the Stewards, up to and including disqualification from the competition.

All determinations by Technical Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Technical Officials with determining, in their judgment, eligibility for participation at the competition.

The technical inspection does not in any way change the fact that the competitor, the crewmembers, and the car owner are ultimately responsible for the safety and operation of the car and equipment.

There are no limits to how many tyres may be used in the competition, providing that all other Articles of these regulations are respected.

COMPETITION

9. BRIEFING

The briefing is to be held on schedule and conducted in the appropriate language. Only the driver, their team manager and spotter should have access to the briefings. Attendance throughout the





briefing is mandatory for all drivers during briefings pertaining to qualification and battles. The Head Judge and/or Clerk of the Course and/ or Race Director will lead the briefings. During the briefing, the drivers will be informed of any changes to the event's program and/or any changes to the Supplementary Regulations. The judges will detail the scoring criteria and define the ideal line, in particular the placement of clipping points and clipping zones.

Any driver who fails to attend a briefing without prior permission and sufficient reason, will be referred to the Stewards and may be subject to penalty.

10. PRACTICE

Drivers are to start each practice session only when permitted to do so by the start marshal. The maximum number of cars on track (i.e. between the start line and the finish point) is four during practice. In the case of a track that returns upon itself, the maximum number of cars on the track at one time would be two during practice. Participation in practice is not compulsory.

After the start of the competition, it is strictly forbidden to practice on the track outside the time of official practice sessions, as determined by the event timetable. It is also strictly forbidden to practice at other areas of the facility outside of the track during the competition period.

11. STAGING AREA, START LINE AND FINISH LINE PROCEDURE

11.1 STAGING AREA PROCEDURE

Prior to the start of each run, the Clerk of the Course and/or Race Director will ensure that the track is ready and that all officials are ready for the beginning of the run.

11.2 BEFORE EACH QUALIFYING RUN

The steps to be followed in order to start a qualifying run are:

- Officials confirm to the Clerk of the course and /or Race director that they are ready for the next run;
- Clerk of the Course and/or Race Director declares that the track is ready for competition;
- Competitors Relation Officer (CRO) calls competitors to burn out zone.

If a driver is not ready to come to the designated burnout area when called by the CRO, they





will forfeit their place in the qualification running order. However, the Clerk of the Course and/or Race Director, at their own discretion, can decide whether or not to allocate the driver to another place in the running order.

11.3 START LINE PROCEDURE

The start line is located at the beginning of the course and may be marked by an arch. It is the official starting point of each run. There is a start light that is activated by the start line Marshal, which signals when the car(s) can leave the start line. During both qualifying and official runs, there may be a cone chicane, as illustrated in Figure 1. If the driver hits one or more cones within the chicane during a run, the run will be halted and restarted, communicated either via a marshal or light panel posted trackside prior to the initiation point.

11.4 FINISH LINE PROCEDURE

While the finish line represents the end of the judged course, the Driver must exit the judged course in a controlled way. The Judges will assess the Driver's control of the car as it crosses the finish line. Should the Driver exit the judged course in an uncontrolled way, the Driver's run will be judged as incomplete.

12. QUALIFICATION

12.1. QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course. Running order will be ascending through driver numbers, with the smallest number scheduled to go first. Depending on the number of competitors entered, the organisers may decide to distribute all entries across small groups. If so, the drivers in one group will complete both their qualifying runs before the competition proceeds to the following group.

If there is a technical defect on a car during the qualification, all results achieved up to the time of the defect are valid and scored. The driver is obliged to enter the qualification with the car in a condition in order to be able to pass the qualification run (tires, petrol, etc.). The repair of technical defects during qualifying is permitted, but only in the interval between the qualification runs. Tire changes and minor modifications/repairs between qualifying runs are permitted. The driver must be prepared (dressed, fastened in the running car) for his





qualifying runs at the moment when driver two places in front is starting (in the specified order). Driver is obliged to observe and follow the instructions of the start line marshal. If driver do not appear in time for the qualifying run, then he loses the qualifying round. The driver is obliged to continue in the competition with the same car he has qualified in.

12.2 INITIATION DURING QUALIFYING

During both qualifying runs, the car must be sideways as it passes the Initiation point, usually indicated by a marker such as a single standing cone in the “3, 2, 1” cone sequence placed trackside, as per Figure 2 below.

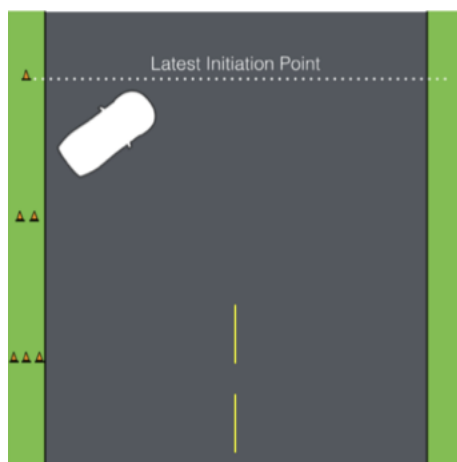


Figure 2

12.3. QUALIFYING SCORING





Qualifying scores will be awarded based on a combination of the four criteria below:
(allocated points are a recommendation):

- Line
- Angle
- Style (commitment and fluidity)
- Speed

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

The allocation of points shall be set before the Judges before the start of but the competition and must total to a maximum possible score of 100. Speed can only be used as a scoring criteria when there is an accurate method of measuring speed available.

12.4 QUALIFYING JUDGING CRITERIA

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes.

Driving at the high difficulty level described by the judges, the driver is showing their level of car control.

Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

12.4.1 LINE

Drivers will be judged on their ability to adhere to the line stipulated by the line judge during





the drivers' briefings. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be divided into by sectors (see Figure 3) at each track.

Line judge also gives deductions for wheels off the track:

One wheel off the track: Points deduction.

Two wheels off the track: Significant points deduction

Three and four wheels off the track:

Incomplete run

Further deduction examples:

- Missing zones & clips
- Partially filling zones

12.4.2. ANGLE

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the angle judge during the drivers' briefings. Angle points will be divided into sectors (see Figure 3 as an example) at each track.

Deduction examples:

- Lack of angle
- Corrections
- Double initiation

12.4.3. STYLE AND SPEED

Style is separated into two components: Commitment and Fluidity. Speed can also be separated into two components: initiation speed and average speed throughout the run.

Commitment

- Consistent throttle application.
- Maintaining pace throughout - using momentum to fill zones and the width of the course.
- Make it look exciting - approach barriers and track edge with confidence.





Fluidity

- Smooth rotation during transition.
- Lock to lock angle.
- Car is settled and flows through the course smoothly.

Initiation Speed

- Half of speed points awarded for achieving the target initiation speed. This target is a minimum speed to be achieved to gain the initiation speed points. Drivers may go faster, but will not be awarded with additional points.

Average speed throughout the run

- Half of speed points awarded for achieving the target average speed throughout the run.
- Average speed will be measured from initiation to the finish line.
- When possible, average speed should only be calculated using telemetry from the car that can ensure the correct line was followed, and not simply from timekeeping between the Start and Finish of a run.

Deduction examples for Style or Speed:

- Off or partial throttle prior to initiation.
- Initiating beyond latest initiation point.
- Slowing outside deceleration zones (As per Figure 4, as an example).
- Timid approach to walls or course outlines.
- Slow rotations.
- Stepped rotations (controlling the steering wheel to add small amounts of angle at a time).
- Inaccurate rotations (achieving degree of angle, then adding or subtracting angle).



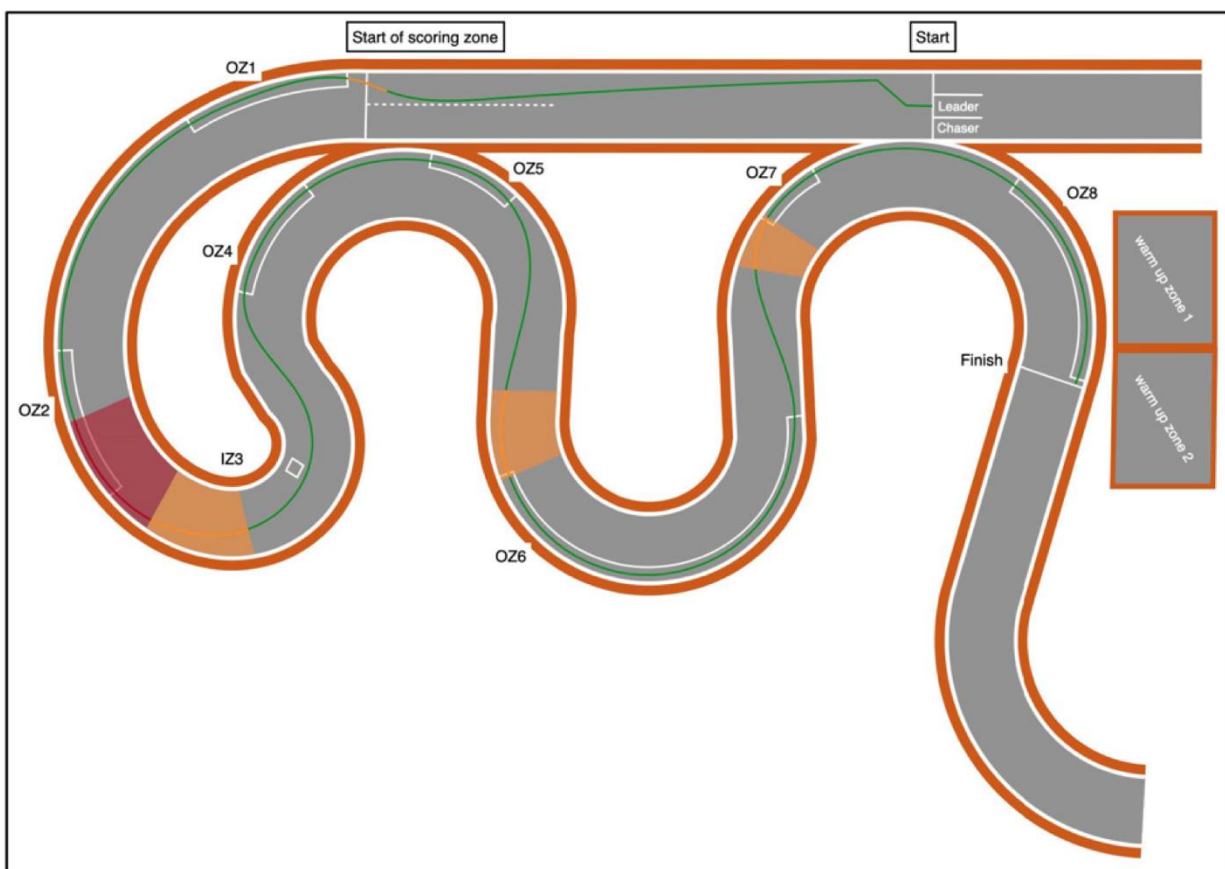


FIGURE 3

12.4.4. ZERO POINT IN QUALIFICATION





Zero (0) point will be awarded for a qualification run if any of the following occur:

- A spin of a car between the start and end of a scored section of a track,
- Leaving a scored area of the track by all four wheels,
- Not initiating drift,
- Stopping car before finish line,
- Major straightening,
- Opposite drift (drifting with the opposite angle required at that point on course), or,
- Hood and/or doors opening during a run.

12.4.5. QUALIFYING TIE BREAKER

In the event of equal scores in qualifying, the following steps will be applied in order to determine the final rankings:

- Tie Breaker 1 High Qualifying Score (HQS)
- Tie Breaker 2 Low Qualifying Score (LQS)
- Tie Breaker 3 HQS Style Score
- Tie Breaker 4 HQS Line Score
- Tie Breaker 5 HQS Angle Score
- Tie Breaker 6 Maximum Average Speed
- Tie Breaker 7 Maximum Initiation Speed
- Tie Breaker 8 LQS Style Score
- Tie Breaker 9 LQS Line Score
- Tie Breaker 10 LQS Angle Score

12.5. FORCE MAJEURE

In the event that qualifying cannot be completed, such as due to a rain-out or other circumstances, qualifying order will be established from the results of each driver first qualifying run only.

Should a complete cycle of first qualifying runs have not yet been completed, the Stewards may determine the best method to rank each car, but the event format should be adjusted to consider all cars as qualified, giving each the opportunity to advance to a Tandem Battle.

In the event of rain or weather that does not cause cancellation of qualifying, the Judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.





13.7 CAR SERVICE DURING RUNS

Competition cars can be serviced between the first and second runs.

This includes tire changes, tire pressure adjustments, suspension adjustments, and fuelling.

14. FINAL OVERALL CLASSIFICATION

Driver will be ranked based on the best run out of the two runs.

Those who failed to progress beyond qualifying will appear in the order that they were ranked in the qualifying classification.

Any driver who fails to record a score in qualifying should appear on the final classification as "Not Classified" (NC).

15. PROTESTS AND APPEALS

15.1 PROTEST

Protests are expected to be well founded, reasonable and based on sound evidence.

A protest against an entry, driver or a car's eligibility may be made at any time prior to publication of the final results. Protests against telemetry and judges (who are considered as a Judge of Fact) decisions are not permitted.

External data or video are not permissible in the evaluation of a protest, except in cases when they have been requested by the Stewards.

15.2 FILING A PROTEST

Only the competitor or driver (when he is his own competitor) have the right to protest. Should a protest be made against multiple drivers, they must be filed and considered individually .

Every protest shall be made in writing and must specify which part of the Sporting Regulations, Technical Regulations or applicable Sporting Code that is alleged to have been violated.

Protests must be in writing and signed, accompanied by the appropriate fee and submitted within the permitted timeframe to the Clerk of the Course or his representative.





Failure to correctly adhere to these procedures will lead to the protest being denied.

15.3 PROTEST FEE

The Protest fee is **200 Kuwaiti Dinar per occasion**, unless specifically stated otherwise in the Competition Sporting Regulations.

15.4. REVIEWING PROTESTS

The Stewards will review all protests received and shall render a decision as soon as possible. At the end of a competition, the podium ceremony will be permitted to proceed based on the provisional results, regardless of whether there is still an ongoing Stewards enquiry that may affect the final results.

If a protest is rejected, the protest fee will be forfeited.

If a party is not satisfied with the results of a Stewards' Decision, they are reminded of their right to appeal to the applicable Court of Appeal.

15.6 APPEALS

Appeals shall be made in accordance with the FIA International Sporting Code. Any appeal must be accompanied by a fee of **750 Kuwaiti Dinar**.

GENERAL CODE OF CONDUCT AND BEHAVIOR

16. DISCLAIMER

Participants in the sporting event and accredited persons, by participating in the event, waive all rights to claim from the Organizing Committee or its respective officials, in any way for damages incurred in connection with the sports event.

17. MEDIA ACCREDITATION

Competitors or other individuals who intend to take pictures in any form for commercial purposes during a sports event and wish to enter areas outside the generally accessible spectator's zones must register with the Organisers to obtain the appropriate accreditation. The accreditation granted sets out the safety rules of the accredited person's behaviour and clarifies the criteria for the use of photos and video material. In the application for accreditation, the applicant shall provide the





necessary personal data and the specification of the medium for which the record is made. The organizer reserves the right to obtain copies of all material acquired during the duration of the competition as well as the right to use it. Violation of the accreditation conditions may result in the exclusion of the accredited person from the competition.

18. CODE OF CONDUCT AND BEHAVIOR

It is strictly forbidden to drive in the event paddock or service roads at speeds higher than 10km/h.

Any prescribed medicines used by the driver must be stated by the driver at the time of registration, and accompanied by a Therapeutic Use Exemption (TUE), if necessary.

The Code of Conduct is binding for all drivers and competitors during the competition, as well as any related promotional activities before or after the event. The competitor is responsible for the behaviour and actions of all team personnel and guests.





APPENDIX 2 – GLOSSARY OF TERMS

Angle The difference between the course direction and the direction in which the car is pointing.

Bobble When a car is in a sustained drift and there is a slight loss or increase in angle, followed quickly by a return to the initial position.

Briefing

A time when all of the drivers competing in an event must convene at one location to receive vital safety, competition, judging and scheduling information pertinent to the event in question. Briefings are mandatory and must be attended by the driver and one team member, with the driver being fully suited.

Burn-out zone A designated safe area near to the start line where the drivers are allowed to warm-up their tires by spinning its wheels.

Chicane

Is an offset in the lead car's lane outlined with cones to make it visible to all drivers. The chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation.

Collision Is defined as when a car touches another car and/or part of the course and is interrupted in line and angle.

Commitment

How consistent a driver can be while negotiating the course in terms of throttle application, maintaining pace and using momentum to fill outside zones and touch & go areas.

Commitment also refers to the level of confidence and dedication displayed by the driver when approaching course edges and course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.

Contact Is defined as when a car touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle.

Correction When a driver uses the hand brake to adjust the angle or the line of their car when either are poor.

Drifting

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the car around a course marked by clipping points, clipping zones and touch & go areas. Judges dictate the desired line throughout the course, highlight specific areas of importance and determine the score each driver earns as they attempt to qualify for the main competition. Once drivers have earned their position in the competition bracket, drivers compete against each other two at a time on the same course. Judges determine the winner and which driver moves onto the next bracket.

Fluidity

Refers to the rotation of the car on its own axis during initiation and transitions between turns. Ideally the rotations should be quick, smooth and accurate. Once at angle, the car should remain settled and in control until the next transition.

Hot Pit A Hot pit is a designated area near to the startline where work may be carried out on cars during the Battle section of a competition.





Initiation

The act of breaking rear wheel traction while increasing the angle of the car in relation to its direction of travel, while adding counter-steer to maintain the angle attained.

Techniques include clutch kicking, pulling the hand brake, weight transfer, and a combination of two or more of these techniques.

Inside Clipping

Point

A point on the course, generally on the inside of a corner, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to pass by the cone with their front bumper as closely as possible to receive a score from the line judge, while the angle judge will score each car's angle as it passes by each of the clipping points on-course.

Judges

There are 3 Judges per event. Each judge is responsible for one aspect of the judging criteria (line, angle or style) during qualifying; these responsibilities rotate among the 3 judges throughout the season. The judges are responsible for relaying the desired line, angle and style requirements to the drivers during the driver's briefings, which they then use to dissect each qualifying run.

Latest

initiation point

Is the point at which the car must be sideways. It is marked by single standing cone in the "3, 2, 1" cone sequence.

Lead The car that is leading at the beginning of a tandem battle.

Line

The ideal trajectory to be driven by the competitors throughout the course as described by the judges during the driver's briefings. The ideal line will be indicated with clipping points, clipping zones and touch & go areas throughout the course.

One More Time

Opposite Drift When a car attains angle in the opposite direction of what is stipulated for that area of the course.

Outside Zone

An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and is used as a reference for both the line and angle judges to judge car in their respective criteria. Drivers are required to place the rear of their vehicle in between the cones for the length of the zone while in drift to receive a score from the line judge, while the angle judge will score each car's angle as it passes by each of the clipping zones on- course.

Transition The act of rotating a car from a high degree of angle in one direction to a high degree of angle in the opposite direction without stopping the rotation at any point in between.





APPENDIX 5 – SUPPLEMENTARY REGULATIONS

PART A

13. Name and address of the National Sporting Authority (ASN).
14. Name and address of the organiser.
15. Date and place of the Event.
16. Start of the sporting checks and scrutineering on (date) at (time).
17. Start time of each race.
18. Address and telephone, fax number and E-mail of the organiser.
19. Details of the circuit, which must include:

- location and how to get there,
- length of the course,
- competition bracket to be followed.

Precise location at the circuit of:

- Stewards' office,
- Race Director's office,





- FIA office,
- sporting checks,
- scrutineering, flat area and weighing,
- Parc Fermé,
- drivers' and competitors' briefing,
- official notice board,
- winner's press conference,
- media centre.
- hot pit

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

- National Steward,
- Clerk of the Course,
- National Judge,
- Secretary of the Event,
- Chief National Scrutineer
- Competitors Relations Officer,
- Chief National Medical Officer,
- Safety Officer.

10. Any other item specific to the Event:

PART B (Reserved for the FIA)

1. Chairperson of the Stewards:
2. 2nd International Steward:
3. Race Director:
4. Judges:
5. Technical Delegate(s):
6. Media Delegate:
7. Sporting Delegate:

