

Drifting Regulations

What is drifting?

Drifting is a high-skill level motorsport in which drivers control a car while it slides from side to side at high speed through a fixed course. It is similar to Rally racing on ice but is done on a tarmac (paved course) and judged on speed, angle of attack, execution and style rather than just who finishes the fastest. Drift cars are typically compact to mid-sized, rear-wheel-drive sport cars. The goal is to apply enough power to the rear wheels to break the tires' traction and initiate a slide while accelerating the vehicle forward, or "drift". Once a drift is initiated, it must be maintained through the turn using nearly a full power, a tap of braking and precise counter steering.

A. The Car

Race number, Sponsors & Car looking

PRO/AMATEUR: Top front windshield has to be free of sticker to put the mandatory MDA front banner including race number for all season. All sponsors stickers has to be applied around the car. Car must have full body parts, must have professional and nice looking. No exception will be made. IMMEDIATE DISQUALIFICATION will happen in case of missing stickers.

Class

PRO: This class can drive in twin drifts and follow the relative rules hereunder.

Amateur: This class only single vehicle runs are allowed. In this class the vehicles can be street legal vehicles or any modified vehicle in compliance with the rules hereunder.

An MMF Competition License or a foreign ASN Competition License (with no objection) is mandatory. A valid driving license for all drivers is compulsory. Both licenses must be available on request at any time.

Chassis

PRO/AMATEUR: The race car chassis must come from a well-known car manufacturer. Chassis modifications are allowed. (Further detailed information will be forward accordingly)

Suspension

PRO /AMATEUR: Suspension upgrades are allowed.

Body

PRO/AMATEUR: Aftermarket body panels, bumper covers and wings are permitted. All hoods and deck lids must be adequately and securely fastened.

Fuel

PRO /AMATEUR: Any grade of automotive gasoline may be used for fuel. Competition use approved fuel cells are strongly recommended. Fuel filler caps must be securely fastened so as not to open on impact.

Brakes

PRO/AMATEUR: Brake bias modifications and controllers are permitted. Brake systems including calipers, rotor & pads, lines, fluid and pedals must be in good shape and working condition. LED brake light over the front windshield is-mandatory in PRO.

Engine

PRO/AMATEUR: Engines are open for modification or replacement. All drain plugs must be securely fastened. **All coolant must be GLYCOL FREE. IMMEDIATE DISQUALIFICATION from current and NEXT RACE SHOULD THIS RULE BE OVERLOOKED.** ~~Coolant is prohibited. All cooling water has to be additive free.~~

Electric

PRO: Master electrical cut-off switches inside and outside are mandatory and should clearly be marked outside the vehicle. **Outside main switch should be place under windscreen on the left hand side.**

AMATEUR: **Standard engine do not require a master electrical cut-off switch. In the case of upgraded engine or wiring an** electrical cut-off switch inside is mandatory. **An outside cut-off is strongly recommended.** ~~should clearly be marked outside the vehicle.~~

Seats

PRO/AMATEUR: Drivers seat must be FIA Compliant and equipped with four mounting points or better. FIA Racing type safety harness, minimum 4 point, at least 3 inches in width, with a metal quick release buckle. Shoulder harness must be an H type not Y type harness. Safety Harness must be securely bolted to the car chassis.

Expiry dates will not be taken notice of for now. Wear and tear of seat and harness will make room for request of replacement.

Windows

PRO/AMATEUR: During competition, both driver and passenger door windows must be in a up position (closed position). Window net (NASCAR type) are allowed in replacement of windows.

Leak

PRO/AMATEUR: Catch tanks must be installed and securely fastened. No fluid leaks of any kind at any time will be tolerated. Any leak will lead to immediate disqualification. Additional cleaning costs may occur if full cleaning is requested by the racetrack/venue.

Hook/Straps

PRO/AMATEUR: Functional and visible front tow strap and rear tow hook/strap must be installed on the vehicle and clearly marked by an arrow (TOW)

Lights

PRO: All cars must have at least 3 visible working brake lights (2 rear taillights and 1 rear windshield light), and working headlights and front visor brake light.

AMATEUR: All cars must have at least 2 visible working brake lights (2 rear taillights and optionally 1 rear windshield light), and working headlights.

Battery

PRO/AMATEUR: Battery must be securely fastened down, positive terminals well insulated and if located in the cockpit must be covered or have leak proof caps.

Exhaust

PRO/AMATEUR: Every car must maintain an exhaust system with no risk of fire. A limit of 105db is a must as per new noise pollution directives, so 105db limit is strongly advised for exhaust.

1. Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.

2. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle, with the microphone 1.2m above the ground.
3. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test).
4. Background sound levels should be at least 10dB(A) below the measured level.
5. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
6. During testing cars should run engines at 4000 RPM.
7. The 2.0m test can be made from either side of the car.
8. The highest reading registered being the one needing to comply with the maximum noise requirements.
9. Sound testing should be carried out BEFORE taking part in any competition.
10. It is stressed that all participants in motor sport, competitors, officials, marshals, etc., should be aware of, and protect themselves from, noise.

Maximum Noise Limits @ 4000 RPM

105dB at 0.5m

98 dB at 2.0m

Soft Top

PRO: Soft Top vehicle (Convertible) must have a full size roll cage and optional solid hard top. The driver must have his hands strapped down to avoid the hands going out of the cage limits. Window nets are mandatory.

AMATEUR: Soft Top vehicle (Convertible) must have a solid hard top and recommended roll bar / full size roll cage. The driver must have his hands strapped down to avoid the hands going out of the cage limits. Window nets are recommended.

Windows

PRO/AMATEUR: All windows must be closed during Training / Practise / Competition.

Roll cage

PRO: Roll cages are mandatory and must be as per specification of MSA Yearbook Section K or **FIA Appendix J**.

All roll cages can be **either TIG or MIG welded**. All welds must be fully welded 360degrees. **No body filler can be used around the welding points. All welds will be inspected for quality**. Roll cages can be bolt-in type or weld in type but not a mixture of the two.

All vehicles must run 2 door bars for each door aperture. They can be of a cross type, or can be mounted horizontally and parallel to each other, in this case, the horizontal bars must be attached with at least 3 vertical tubes evenly spaced across the door aperture.

AMATEUR: Roll Cages are not mandatory but are highly recommended.

Automatic extinguisher

PRO: Automatic extinguisher system with internal and external activation triggers. Till then a 2kg manual fire extinguisher with good service dates is mandatory in each car and within reach of the driver.

AMATEUR: Automatic extinguisher is strongly advised. 2kg Manual extinguisher is mandatory.

Doors

PRO/AMATEUR: The Inside/outside door latch/lock must be operable in all circumstances.

Wildcard

PRO/AMATEUR: Only 1 wildcard per year might be allowed to enter race in case of issue with one of the rules, meaning you can only enter 1 round without fitting to the rules, wildcard will be issued exceptionally and only for minor issues.

B. Driver and Presentation

Driver

PRO: Drivers must be fitted with FIA or SFI or BS homologated helmets with valid and not expired homologations. Drivers have to wear full length FIA suits in 2 layer or else in one layer with approved type underwear, full length Socks, Driving Shoes, and Driving Gloves with no holes layers. Underwear should be of approved type. Drivers are requested to be fully compliant with the above rule by August 2014. Drivers will be allowed to use their present Helmets until August 2014. Shoes and Gloves have to be also worn as from August 2014.

AMATEUR: Drivers must be fitted with minimum ECE helmets. As from January 2024, an FIA certified helmet or MSA Yearbook Section K helmet must be used. **As from January 2023, drivers must wear a clean full length mechanic overall.** ~~Drivers have to wear full length FIA suits in 2 layer or else in one layer with approved type underwear. Underwear should be of approved type.~~ New drivers for 2014 (meaning that they have never competed or done at least 3 training sessions with MDA) will be allowed to drive with full cotton clothing for their first 3 competitions.

FIA underwear is highly recommended

Car Presentation

PRO/AMATEUR: All cars must have a perfect presentation. Amateur looking car is a reason for not passing inspection. All cars must have all body parts to enter the race track including bumpers and hood! Any kind of emergency fix (tape) should be used to put back parts on the car after a crash on the track. Car will be allowed to enter the race track with a missing part only if that missing part is unfixable on the car.

Paddock Presentation

PRO/**AMATEUR**: Every race car must be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetracks/ venues paddocks. (Enforced in 2015**2023**)

~~AMATEUR: Every race car will have to be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetracks paddocks.~~

Paddock Extinguisher

PRO/AMATEUR: Every team must have in the paddock, a visible portable extinguisher near to the car, minimum 2kg bottle (foam). A 6Kg foam fire extinguisher is highly recommended.

Code of conduct

PRO/AMATEUR: A driver, crew member or other participant endangering others will be immediately disqualified from participating in the current event and any or all future MDA events.

All drivers and teams must keep safety and professionalism in mind at all times. Negligence of any kind or violation of any safety matter will not be tolerated. Every competition driver and team member has the right to ask questions and rationally discuss with the officials, committee members and/or judges, if he conducts him/herself in an inappropriate manner with any of the above mentioned officials he will be subject penalties and disqualifications. This rule is also valid for discussions, and/or arguing and participation in illegal activities pertaining to the sport on internet/social media. The FIA ISC, App A, C, L and relative code of conduct applicable to drivers will apply. Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of an MDA event. Alcohol and/or drugs for drivers are strictly prohibited during the full event, check will happen during the season.

C. Racing Rules

Qualification Session

PRO/AMATEUR: All cars will go for 2 qualifying laps to fight for position 1 to 16. After this lap, Top16 rankings will be edited. Remaining non-qualified cars will have a last chance lap to determine position 17 to 32. No more warm up.

Start liner will launch all cars 1 by 1. 1st qualification lap is over when there is no more cars in the queue. 5 minutes rule does not apply to qualification. A car missing the 1st qualifying lap session, can still enter for the second qualifying lap.

Qualification point will be best out of 2 runs.

Clip points/Clip zones/Line

PRO/AMATEUR: During qualifications and during the battles, the drivers must follow the clip points/clip zones. Following clip points is part of the «line» judging section.

AMATEUR: all street legal finals will take part as single runs like qualifications. The best run out of 2 will determine the winners and final rankings.

Overtaking

PRO/AMATEUR: Overtaking is not allowed in battles, especially if leading driver is following an outside clip line. Overtaking is only tolerated when the leading driver is totally outside of the line imposed by the judges.

Using alternate car

PRO/AMATEUR: There is a possibility to swap your car with another one till the qualification session. During the battles you will be able to use only the car used during qualification session.

5 minutes rule in the battles

PRO: 5 minute rule shall be used only once in a entire event.

When the process of battle is started and the first car is on the start line. First car should not wait the second car more than 5 minutes on the start line. Whatever the battle to be run: 1st battle, 2nd battle or one more time battle. This rule is not applicable when the problem comes from the local organisation (traffic jam in paddock, tire machine overloaded, etc).

From the moment the car reaches its designation paddock. Within 5 minutes the car needs to have exited its designated paddock. No works can be taking place from that exiting point onwards.

Team championship

PRO/AMATEUR: Team championship is to be compared to F1 manufacturer's championship. A team is composed of a minimum of 2 drivers and during all season we will add the individual points of the best 2 drivers of the team into to the team championship. Team can be composed of a maximum of 4 team members.

At the end of the season, the best team will be declared "MDA Team champion". A cup for the best team of the week-end will be offered at every MDA event. Changing team during the season is not allowed.

One more time battle rule ~~"sudden death style"~~

PRO/~~AMATEUR~~: There is a possibility to go on "one more time" **once in** twin battles (3rd and 4th Battles) after draw during first 2 battles. **In these cases the judges must decide on a winner.** ~~In case of equal points again after these 2 extra battles, we will only go 1 by 1 as a sudden death battle. The highest qualified driver will be leader of the first "sudden death battle", sudden death battle will continue only if the score is 5-5. This rule doesn't apply for the final of every event, when «one more time» battles will go 2 by 2 till we have a winner.~~

Slow drift penalty

PRO/AMATEUR: During qualification we will use a speed gun to acquire the attack speed. When twin battle starts, as a leader of the battle, your speed can't be 10% slower than in qualification (under same weather conditions). If so, you will get sanctioned by a 0 point result. Also as a leader, slower drifting tactic in any corner in order to make understeering or spinning your opponent will get as well a 0 point result

Low angle penalty

PRO/AMATEUR: The Drivers briefing and / or ASR and / or Judging rules shall be defined for the specific event, based on the judging criteria that will be used.

ZERO point rules

PRO/AMATEUR: As a reminder you will be sanctioned with 0 point only in these cases:
* spin (in qualification or battle), passing finish line while starting to spin and spin after finish line will be considered as a spin.

- * being 10% slower than qualification average speed declared by judges (during battle)
- * voluntarily slowing drift (during battle)
- * not being fair play on the racetrack (during battle)
- * 4 wheels off the track (in qualification or battle)
- * major understeer (in qualification or battle)
- * voluntarily touching the opponent (in battle)

Live video recording for judging

PRO: During twin battle, an additional judge will be dedicated to live video recording of the 2 battles. Every battle run will be recorded, and judges will review it immediately if necessary during a very tight battle.

Judging info - Qualifications

PRO/AMATEUR: In qualification, each run is judged on four criteria: Speed, Line, Angle, and Impact.

Speed is the amount of speed the driver is able to carry through the entire course, not only judging the entry speed but the real overall speed. Maximum points are awarded for high speed entry and consistent speed through the entire course.

Line is the ideal path a vehicle must take on course and is marked by inside Clipping Points and outside Clipping Points. Inside Clipping Point are points on the course where the vehicle's front bumper should come as close as possible to this point. Outside Clipping Points are also reference points and scored by determining how close the corner of the vehicle's rear bumper comes to the point. Perfect line means also perfect drifting skills during the entire course, any understeering or other technical mistakes will remove points from your line points.

Angle the amount of counter-steer and relative rear slip angle a driver uses through the course.

Impact is the general feel of the pass. This is the most subjective criteria and judges can look at the spectators for the most "excitement" that the driver can bring. Drivers should be able to demonstrate full control of the car at all time. ~~We will give up to 30 points in speed, up to 30 points in angle, up to 30 points in line. Judges also give 10 points for the show.~~ 100 points will be divided between speed, angle, line and commitment, distribution will be decided by the judge on the day and communicated to drivers during drivers' briefing.

Judging info - Twin Battle

~~PRO/AMATEUR~~: Because professional drifting events are judged on execution and style, it is mandatory that the judges are intimately familiar with the capabilities of the cars and the advanced driving techniques employed by the competitors. Twin Battles are based on two runs, in 1-on-1 format, with competitors paired up based on seeding position (Top16 or Top32). The higher qualifier will lead the first run and the second led by the lower qualifier. The critical success factor is for the lead car to be able to run the course at high speed and full throttle without error while being pressured by the following car. The following car is to try and “out drive” the lead car with at least same angle or better angle. Driver consistency during a tandem battle is critical. Most of the time a driver loses the battle due to its own mistakes (hitting cones, going out of the track, understeer) rather than being just over pushed by the follower...

Lead Car must be able to clear the course without making any errors due to distraction or pressure by the following car. Clip points are used as well in battle and both cars must follow the clip line. If leader is not following perfectly the clip line, this will be a penalty for the leader. If the follower is not using the clip line as perfect as the leader in order to get closer, this will be a penalty for the follower. If the follower has a better clip line than the leader, it will be a penalty for the leader. Following car needs to run as good as the lead car, means in the first step to keep SAME angle as leader but may also put pressure on the lead driver. The following car should keep as close to the lead car as possible to gain the advantage. If the following car comes back with more speed but LESS angle, this will not be considered as ~~5-5~~ **a draw**. It is very important for the follower to keep as close as possible to the leader from start to finish line.

Collisions might occur during twin battle and in the event of contact, the driver at fault will lose the battle. Judges are the only persons who can decide the final issue. Pace Zone can be marked with a cone or comparable marker and may be placed on the starting straightaway to keep the twin battles fair and close together. The use of a Pace Zone will be specified during the drivers' meeting.

Twin Scoring will be observed by the judges during the head-to-head battle. Each round will be scored as explain in the ASR and / or drivers briefing. Based on the rules stated above, judges will declare a result with one of the following options:

1. Driver “A” wins
2. Driver “B” wins
3. One more Time

After a draw, a “One More Time” will be granted, **once**. ~~and the competitors will begin another 2-run head-to-head battle on a sudden death style battle.~~ All judging, video recording analysis will be done from the judging tower. We strongly advise drivers to use good tactics such as putting pressure on an opponent through a more aggressive

drift angle, carrying a higher speed through a corner, and showing good strategy on the second battle according to the result of the first battle.

Claim

PRO/AMATEUR: Claims are only accepted when all these conditions are met: 1) driver understands that a claim engages points in the event. 2) before next battle start (your battle or next 2 drivers) 3) Driver should issue the claim to the start line officer only. Judges will consider the claim, explain decision and if necessary show the video. If the claim is right : the decision will be changed. If the claim is wrong, the driver will loose all the points gained during that event.

Briefing

PRO/AMATEUR: All drivers must attend at the exact timing every briefing wearing their racing suit. Every briefing happens 20 to 30 minutes before cars entering the track so every driver must be ready to race. If driver is not in time for the briefing he is automatically disqualified from the session being it qualifying or battles.

Warm up zone.

PRO/AMATEUR: There is no more warm up in qualifications and ~~only one warmup lap is done~~ before each battle. A warm up zone will be available before the start line to burn out and warm up your tires.

Penalties

PRO/AMATEUR: penalties will be applied for the following reasons:

- * ~~missing~~, being more than 5 minutes late or not wearing racing suit at driver's meeting : 50euros penalty (offered to the winner of the event)
- * entering the track without all sponsors stickers or with stickers at wrong place whether in practice, qualifications: 50e penalty (offered to the winner of the event). During battles: immediate disqualification.
- * refusing to take onboard video cameras - **immediate disqualification.**
- * refusing to attend the podium ceremony when being Top3 or Team winner, will make you loose all the points gained during the championship for you and for your team.
- * **leaving an event (championship and training) before it is announced to be over by the committee, results in loosing eligibility to participate in the next event.**
- * **being late at the venue - arriving at the venue less that 30 minutes before an event is about to start,** will result in direct disqualification from the event.

Rankings if the race is interrupted before completion

PRO/AMATEUR:

- * If the race is interrupted before the qualifications, all drivers attending the race will take 20 points (40 if final)
- * If the race is interrupted before the Top32, the qualification rankings will be the race rankings (The poleman will be the winner of the race)
- * If the race is interrupted during the Top32, already eliminated drivers will take the points of their rankings, non eliminated drivers will take the points according to the qualification standings (example: if race is stopped during the Top16, drivers already eliminated in first round will take 40 points, drivers eliminated in the Top16 will take 50 points and remaining drivers will take points according the qualification rankings).

False start

PRO/AMATEUR: In case of false start of one of the 2 drivers during a battle, the judges can give a new start if the false start is minor/involuntary or 10-0 for the driver involved in a major/voluntary false start.

Points system

PRO/AMATEUR: Registration at one event: 20 points (for final round: 40 points)
ATTENTION: Points at the final round are double!!!!!!

In case of equal points between 2 drivers in the general championship rankings, the number of victories per round will make the decision between the 2 drivers, in case of equality again or in case of no victory, the number of second positions will decide, then third positions and so on.

Entering Amateur Series

Street Legal Series is opened to anyone except drivers who have been in PRO series both locally and internationally. Amateur championship winner ~~will automatically go~~ can automatically transfer to PRO series the year after.

Entering PRO Series

One can enter PRO level if they are judged and licenced during an official event by a judge approved by the committee.

~~**This set of rules can be modified anytime during the season. Any changes will be communicated with a minimum of 15 days before the next competition.**~~

~~****REWORD FOR NEXT CHAMPIONSHIP****~~