2026-2027

Tilal Swaihan:
GRASSROOTS DRIFT CUP

RULES & REGULATIONS

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Chapter 1: General

Tilal Swaihan Grassroots Drift Cup is annual national competition that consists of 3 rounds on courses that challenge drivers to tandem against another drifter. In tandem drifting battles, two drivers take turns in being the lead car and the chase car. The lead car needs to do what it did in qualifying, only more so. That means driving faster, with higher angles, while keeping tighter to the line and with even more style. The chase car needs to mimic the lead car and do everything the lead car is doing, with the closest proximity possible.

1.1 Organization and status

1.1.1 Tilal Swaihan Grassroots Drift Cup shall be governed by the Emirates Motorsports Organization (EMSO) under the EMSO National Sporting Code.

1.1.2 Tilal Swaihan Grassroots Drift Cup will be a national Drift competition consisting of 1 general class that follows the rules and regulations below, with the overall winner being the competitor who collects the highest number of points.

1.1.3 Tilal Swaihan Grassroots Drift Cup rules and regulations formulated according to the aforementioned rules and regulations set by EMSO under the sole authority of The Drift Home.

1.2 Tilal Swaihan Grassroots Drift Cup organizers

- **National Sporting authority: Emirates Motorsports Organization**
- **Organizer: The Drift Home**
- **Tilal Swaihan Grassroots Drift Cup Director: Yousef Al Herais**
- **Tilal Swaihan Grassroots Drift Cup Judges: TBC**

1.3 Tilal Swaihan Grassroots Drift Cup Officials

DUTY	NAME
RACE/COMPETITION DIRECTOR	Al Mujtaba Suliman
CLERK OF THE COURSE	Mathieu Rahme
COMPETITORS RELATIONSHIP OFFICER	Elma Kruis Honer
HEAD JUDGE	Erasmo Rios
LOGISTICS OFFICER	Yahya Adel
MEDIA & PR OFFICER	Kurt Annett
SCRUTINEER	Yousef Al Herais & Mathieu Rahme

1.4 Competition official's duties

1.4.1 Race/Competition Director

- **While working to ensure equity and safety, the Race Director shall be the executive responsible for the general conduct of all aspects of the competition. At the same time, the Race Director shall submit proposals to the clerk of the course and Timing officer.**
- **The Race Director has the authority to request competition officials to submit all relevant information and reports. This is consistent with the Director's responsibility to provide judging panels with all necessary information.**
- **The Race Director must at all times maintain radio contact with competition officials during each competition.**
- **The Race Director shall determine the outcome for each competitor in the event of time limit expiration as well as behavior that breaches competition rules and regulations. The Race Director shall also report to the Competition Steward and oversee the starting order.**

1.4.2 Clerk of the Course

- **The Clerk of the course is assigned the task of ensuring that each competition is running in an appropriate and smooth pace taking into consideration the needs of spectators also carries the role as a chief marshal, and has the responsibility of insuring track safety.**
- **The Clerk of the course shall play the leading role in ensuring that the competition is run in a timely fashion till the end, the Clerk of the course must be in direct communication with the track announcer at all times while at the same time sharing with all related parties information relating to the next competitor.**
- **The Clerk of the course must at all times be in the position to ascertain information relating to the Race Director, competition officials through radio contact.**

1.4.3 Competitors Relationship Officer

- **Inform the competitors and play the role of mediator at all times.**
- **Provide all information or additional clarifications in connection with the regulations and the running of the event**
- **Avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation.**

1.4.4 Scrutineer

- **Scrutineer shall determine whether vehicles conform to the aforementioned rules and regulations reporting to the Competition Director as appropriate.**

- **Scrutineer may request competitors to complete/add necessary safety requirements.**
- **Scrutineer shall inspect damaged vehicles and present to the Race Director his opinion as to whether the vehicle should be allowed or not to continue to compete.**
- **Scrutineer shall guide and instruct participating competition teams in all safety requirements relating to the vehicle maintenance within pit and paddock areas.**

1.4.5 Judging Panel

- **Responsible to design the layout of the course for the competition**
- **The Judging panel are responsible for scoring the performance of each competitive run following a pre-agreed and defined criteria of Line, Angle and Style**
- **Head judge is responsible for commencing a briefing prior to the competition to walk through the layout and any additional rules / information needed for the run of the competition**
- **Head judge to deal with protests as and when they arise to review and resolve any conflict / protest resulting from a competitor's run**
- **Judging panel is responsible for reviewing results before submitting for approval by head judge**
- **Head judge to confirm results and submit for publication**
- **The judging panel is expected to:**

- **To have thorough knowledge of the judging and sporting regulations you are working with**
- **To be punctual at each round of competition as well as for all staff and driver briefings**
- **To act in a professional manner with all drivers, teams, sponsors and fans**
- **To participate in all driver's meetings in any capacity needed**
- **To judge each event with an impartial, unbiased attitude towards all teams, competitors and sponsors**
- **To keep records of qualifying scores as well as judging decisions and results during tandem competition**
- **To be available to analyze and verify qualifying results and scores prior to their being released to the public**
- **Be available to discuss all judging requirements, results and rules with competitors throughout each event**

Chapter 2: Rules & Regulations

All Parties engaged with The Drift Home Drift races must comply with the code of conduct outlined below:

2.1 Conduct relating to paddock and pits

2.1.1 Drivers, team members, organizers and related parties shall treat fans with the utmost respect. Every effort should be made to interact with fans and the media in a friendly and courteous manner.

2.1.2 In addressing fans and related individuals, drivers, team members, organizers and related parties shall refrain from the use of intemperate language as well as ill intended, malicious behavior.

2.1.3 The movement of vehicles within paddock areas will be at a speed that ensures the safety of all concerned.

2.1.4 Every effort must be made to ensure safety when undertaking maintenance in pit and paddock areas. Pit and paddock areas must be free of parts, liquid and other litter.

2.1.5 Smoking is permitted in designated areas and inside non-competition vehicles only.

2.1.6 The consumption of alcohol, sleep-inducing agents, narcotics and drugs other than for medicinal purposes is strictly prohibited.

2.2 Course code of Conduct

2.2.1 Safety briefings as well as Judging briefings are mandatory to attend by all competitors. Late arrival or failure to attend will be subject to a penalty or possible disqualification.

2.2.1.a

First offence: The competitor will be subject to a fine equal to 50% the allocated entry fee, and will be prohibited from taking part in Free Practice.

Second offence: The competitor will be subject to a fine equal to 100% of the allocated entry fee, and will be prohibited from taking part in Free Practice.

Third offence or more: The competitor will be disqualified from taking part in the event.

2.2.2 The entry by individuals and vehicles into course areas will at all times be subject to the authorization and instruction of the competition officials.

2.2.3 When a red flag is displayed on track, competitors must immediately stop and follow the competition officials' instructions.

2.2.4 In the event that a fluid spill is anticipated while driving on the track, drivers shall immediately veer away from the driving course, stop their vehicles at a safe area and follow all competition officials' instructions.

2.2.5 **No driver, team member or any individual has the right to change the course layout or position of any cone in the course except the Race director or competition officials.**

2.2.6 **Displays of showmanship after the finish line are subject to the consent of the Race Director, and will only be approved if the safety of all stakeholders is guaranteed.**

2.2.7 **No drifting and/or excessive speeding in the paddock area is permitted. Speeds inside the paddock area must not exceed 20 kph.**

2.2.8 **Assistance on the track from team members or others is subject to the approval of the Competition Director, and may only deploy at their discretion.**

Chapter 3: Calendar

Event	Date	Location
Round 1	28th November 2026	Tilal Swaihan
Round 2	11th December 2026	Tilal Swaihan
Round 3	5th February 2026	Tilal Swaihan

3.1 The event organizers have the right to change any of the above dates and venues if they see fit for the good of Tilal Swaihan Grassroots Drift Cup.

3.2 Information about exact location and timetable will be provided to related parties via the official communication channels i.e. The Drift Home website and Instagram page etc.

Chapter 4: Race Schedule

Date	Time	Description
Day 1	TBA	Gate Opens
Day 1	TBA	Registration
Day 1	TBA	Briefing
Day 1	TBA	Open Practice
Day 1	TBA	Qualifying (1)
Day 1	TBA	Qualifying (2)
Day 1	TBA	Tandem Briefing
Day 1	TBA	Tandem Practice
Day 1	TBA	Top 16/32 to Finish
Day 1	TBA	Ceremony

*Prayer Breaks dependent on Prayer Timings of the day

Chapter 5: Tilal Swaihan Grassroots Drift Cup Titles

2026-2027 Tilal Swaihan Grassroots Drift Cup overall winners:

- **1st Place overall**
- **2nd Place overall**
- **3rd Place overall**

Chapter 6: Eligible Vehicles

6.1 <u>All cars will go through a control check and must comply with the following:</u>

6.1.1 Approved tire list will be applied for this competition. No semi-slicks of any kind allowed.

6.1.2 All cars must have full weld in or bolt in cages, unless otherwise specified. You may not remove factory door crash protection. <u>Cars that are allowed to run without full cages are: those with full stock interior, with the exception of race seats.</u> Roll cages will be full cages with door bars, front and rear down bars, main halo, halo diagonal, proper welding and mounts. Convertibles must have full weld in cages authorized by officials. All door bars must be welded in.

6.1.3 All cars must have a small fire extinguisher mounted within reach of the driver.

6.1.4 Seats must be very securely mounted, stock seat belts may be used if they work properly with the seat. If harnesses are used they must be attached properly through a harness bar which is integral to the cage. Please search YouTube for how to use a harness and harness bar correctly.

6.1.5 Vehicles with no windows must have safety nets.

6.1.6 The competition officials reserve the right to refuse or allow anything in tech. This includes obvious things like no missing lug nuts, suspension play, battery tie down, etc. It extends to anything at all which they believe is dangerous.

6.1.7 Other swaps are allowed with preconfirmation by the committee.

6.1 Chief Scrutineer or Race Director reserves the right to reject any vehicle at any stage if judged hazardous.

6.2 The Race Director has the right to accept any vehicle that deemed beneficial for the event.

6.3 Tire specifications:

- Maximum tires size is 235 width
- No slicks, Semi slicks or any derivative of a semi slick is allowed in the rear.
- Organizing Committee has the full right to reject any tire if seen unfit to the competition.
- Any generic Chinese tires off the market, based on approval.
- Please contact The Drift Home before purchasing to confirm acceptance.

Chapter 7: Eligible Attire

7.1 <u>All competitors will go through a control check and must comply with the following:</u>

7.1.1 **Fire retardant race suits are mandatory.**
7.1.2 **All competitors must wear a FIA 8860-2010 rated helmet or higher. Helmets can either be closed or open face. Competitors whom cars do not have side windows must use a closed face helmet.**
7.1.3 **All competitors must wear closed toe shoes during competition and in the paddock area, open toe shoes (e.g. sandals, etc.) are not permitted.**
7.1.4 **All competitors must wear racing gloves during competition.**
7.1.5 **The aforementioned regulations on competitor attire may be amended based on the policy of the hosting venue.**

Chapter 8: Qualifying and Tandem Scoring

The aim behind Qualifying is to establish the standard of an optimum tandem lead. Committed, aggressive runs that give the chase driver a challenge to follow, due to the technicality of the run are ideal.
For example, the judges do not want to see the lead driver driving fast and shallow in order to run away from the chase driver. Another example of what not to do, is the lead driver parking the chase driver around inside clipping points

8.1 Qualifying Format:

i. **Competitors first qualify individually to ascertain where they will be positioned into a bracket that then determines the tandem battles.**

ii. **Drivers will complete two non-consecutive runs on the course in reverse order of current championship standings.**

iii. **The competitors and their vehicles must be present in their starting order at the Pit Exit prior to their individual starting order. Any breach of this rule may result in the competitor losing their qualifying run; to be scored as a zero (0).**

iv. **The Competition Director may modify the starting order according to the circumstances.**

v. **For the entire duration that the vehicle is on track, it is considered under Parc-Ferme**

conditions. Therefore, no competitor or team member may work on the car until it has exited the track.

vi. For the entire duration that the vehicle is on track, the competitor is not allowed to step out of their vehicle for any unwarranted reason; for avoidance of doubt, exiting the vehicle to inspect possible damage on the vehicle is considered an unwarranted reason and is prohibited.

vii. Any minor damage to bodywork may be repaired by the Competition Officials only. Refer to Article 2.2.8 for team assistance.

viii. As standard, Tilal Swaihan Grassroots Drift Cup will run a Top-16 format. Should there be 20 or more drivers with a qualifying score, a Top-24 format will be used. Should there be 28 or more drivers with a qualifying score, a Top-32 format will be implemented.

ix. A competitor is allowed to swap their vehicle if and only if they have not attempted one (1) qualifying run on said vehicle. If they have attempted one (1) qualifying run, they may not swap it with another vehicle or share another competitor's vehicle.

Leaving the start line at the beginning of a run is considered an attempt.

8.1.1 Qualifying Criteria:

Line - Drivers will be judged on their ability to fill outside zones and reach touch & go areas with the rear of their vehicles and on their ability to achieve inside clipping points with the front of their vehicles.

Angle - Drivers will be judged on their ability to complete the course while maintaining a high degree of angle that allows them to maintain pace in areas that are not deemed decel zones.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- **Double initiation**
- **Bobbles**
- **Wall taps**
- **Tire off course**
- **Missing zones and clips**
- **Straightening**
- **Off line**
- **Lack of Angle**

Style - Style will look at how the vehicle behaves throughout the entire course. Style is separated into 2 categories Fluidity and Commitment.

Fluidity - The style judge will be assessing how quickly the angle was achieved, how smoothly the driver achieved the angle and whether or not the driver achieved the desired amount of angle.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- **Slow rotations**
- **Stepped rotations (controlling the steering wheel to add small amounts of angle at a time)**
- **Inaccurate rotations (achieving a degree of angle, then adding or subtracting angle midcorner)**

Commitment - Commitment refers to the forward momentum of the vehicle throughout the course.

Ideally the vehicle should maintain momentum outside of the decel zones while approaching walls & course outlines with confidence and dedication.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- **Off- or part-throttle prior to initiation**
- **Initiating beyond the latest initiation point**
- **Slowing outside of the decel zones**
- **Timid approach to walls or course outlines**

8.1.2 Qualifying Start Line Procedure

The start line is the official starting point of each qualifying run. A flag or start light will be activated by the start line Marshal, which signals when the car can start. During both qualifying runs, there will be a cone chicane, as illustrated in Figure 1. The qualifying driver must navigate the chicane on their way to the initiation zone.

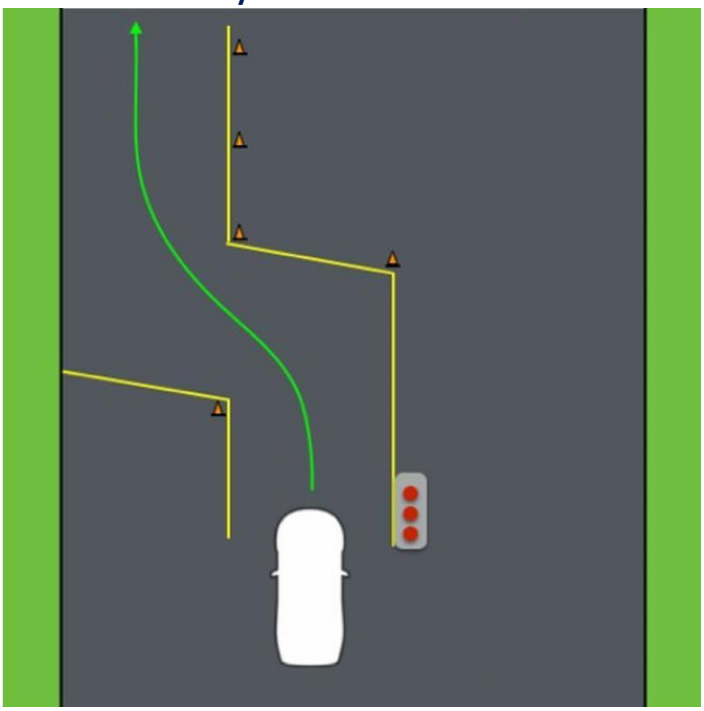


Figure 1

The qualifying driver must start within a maximum of five seconds from start marshal's signal. Competitors starting their runs before the start line marshal's authorization or after the time limit allotted will be in breach of the qualifying start line procedure.

8.1.3 Qualifying Scoring:

Line - 30 points

- **Line points will be broken up by sectors at each course. Line points will deal with the zones, clips and touch-and-go areas.**

Angle - 30 points

- **Angle points will be broken up by sectors at each course. Angle points will deal with the zones, clips and touch-and-go areas.**

Style - 40 points

- **Style points are separated into 2 categories Fluidity and Commitment are judged throughout the entire course from the start line through the finish line.**

Fluidity - 20 points

Commitment - 20 points

8.1.4 Incomplete Qualifying Runs:

If a driver does any of the following mistakes in a qualifying run, the driver will not receive a score for that run and therefore the run will be considered INCOMPLETE

- **Spinning Out**
- **Opposite drift - Drifting with the opposite angle required at that point on course**
- **Hood, hatch, trunk and/or doors opening during a run**

8.1.5 Qualifying Tie Breaker:

In the event of a tie in qualifying the following chart will be implemented.

Tie Breaker 1	Style Score
Tie Breaker 2	Angle Score
Tie Breaker 3	Line Score
Tie Breaker 4	Previous round or season ranking

In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by previous round ranking or by previous season ranking.

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.

8.1.6 Qualifying Replays:

In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by previous round ranking or by previous season ranking.

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.

8.2 Tandem Elimination Format:

i. **The tandem battles are single elimination battles consisting of two runs per battle with the winner moving on in the bracket. The higher bracket position will always lead the first run.**

ii. **In tandem competition, there is equal weighting on both drivers to perform. The driver that can win both the lead and the chase runs or do better overall between the two runs will win.**

iii. **In general, the lead driver is expected to run the lead run as close to a perfect qualifying run as possible, but if mistakes happen that affect the chase, it can result in the lead driver receiving a deduction, if the mistake was deemed too difficult for the chase driver to adjust or compensate.**

iv. **In general, the chase driver is expected to mimic the line of the lead driver, while matching or bettering the angle. The chase driver is encouraged to follow the lead driver as closely as possible and may be protected if the lead driver makes a mistake that causes the chase driver to make a mistake. However, if a lead driver makes a mistake and that mistake is deemed possible for the chase to also make an adjustment (or compensate) and the chase driver does not (make that adjustment), the chase driver may receive a deduction.**

v. **Each tandem battle consists of 2 runs, giving the drivers the opportunity to be in both the lead and chase positions.**

- **Run 1- Driver A is in the lead position, with Driver B in the chase position.**
- **Run 2- Driver B in the lead position and Driver A in the chase position.**

vi. **During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. With regard to angle, the goal for the chase driver is to match or better the angle of the lead, all other things being equal.**

vii. **Mimic is generally applied to the Line criteria because the judges want the chase driver to follow the location, timing, and rate of rotation during transition of the lead driver, in order to have the best, most exciting tandem action.**

viii. **If the lead driver has poor angle, the judges do not want the chase driver to mimic the poor angle, but show dominance by bettering the angle, where possible.**

ix. **Judges will watch both Run 1 and Run 2. They will also compare both lead runs and both chase runs and then determine which driver was the better overall driver once both runs have been completed.**

x. **If one judge votes for Driver A, one judge votes for Driver B and one judge votes for One More Time (OMT), due to a lack of majority vote, a One More Time (OMT) will automatically be called. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.**

xi. **OMTs can only occur a maximum if one (1) time per battle, after which; if the result is still inconclusive, the qualifying order will determine the winner.**

xii. **If a vehicle unable to pull to the line for the battle, the remaining vehicle must complete a Bye Run to be able to move forward in the competition.**

xiii. **For the entire duration that the vehicle is on track, it is considered under Parc-Ferme conditions. Therefore, no competitor or team member may work on the car until it has exited the track.**

xiv. **For the entire duration that the vehicle is on track, the competitor is not allowed to step out of their vehicle for any unwarranted reason; for avoidance of doubt, exiting the vehicle to inspect possible damage on the vehicle is considered an unwarranted reason and is prohibited.**

xv. **Any minor damage to bodywork may be repaired by the Competiton Officials only. Refer to Article 2.2.8 for team assistance.**

8.2.1 Tandem Criteria:

A lead run filled with compromises will be a run with a disadvantage, all other things being equal.

CHASE DRIVER GOALS:

- **Initiate no later than the lead driver**
- **Maintain close proximity to the lead driver with as much duration as possible**
- **Match or better the lead drivers angle**
- **Mimic the lead driver's transitions and line throughout the course**
- **Remain in drift until the finish line has been passed**
- **Have knowledge of your competitor's tendencies in competition. Including but not limited to: Grip level, speed, general angle, general tendencies, vehicle condition (if wrecked or if there is a known vehicle issue) and/or anything pertinent to reasonably adjusting to the fellow competitor**

CHASE DRIVER COMPROMISES:

- **Cheating the line compared to the lead vehicle**
- **Less angle compared to the lead vehicle**

- **Timing and location of initiation**
- **Timing of transitions and overall driving compared to the lead vehicle**
- **Chase driver not preparing or having proper knowledge of the lead driver's grip level, speed, general angle, general tendencies, vehicle condition (if wrecked or there is a known issue) and/or anything pertinent to reasonably adjusting to the fellow competitor**

8.2.2 Tandem Scoring:

LEAD DRIVER GOALS:
- **Run a 100 point qualifying run**
- **Run a chaseable lead run**
- **Follow the MOMENTUM MAP**

LEAD DRIVER COMPROMISES:
- **Less angle than the ideal qualifying run**
- **Tighter line than the ideal qualifying run**
- **Poor transitions**
- **Trying to get away from the chase driver in any way that compromises line, angle or style.**

8.2.3 Incomplete Tandem Runs:

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run and therefore the run will be considered incomplete

The following constitute an INCOMPLETE in tandem:

- **Spinning Out**
- **Opposite drift- Drifting with the opposite angle required at that point on course**
- **Hood, hatch, trunk and/or doors opening during a run**
- **Collision with the other driver that is considered "avoidable" or unsportsmanlike**
- **A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on**
- **the previous run.**
- **Three consecutive restarts from chicane cones or an official's call**
- **Performing an Illegal pass - results in an INCOMPLETE for the chase driver**
- **Getting legally passed- results in an INCOMPLETE for the lead driver**

8.2.4 Passing:

Passing is allowed in Tilal Swaihan Grassroots Drift Cup Tandem battles. Passing is not required, but is legal for the chase vehicle to do as long as all four of the following conditions are met:

- **The lead driver must be offline or completely off course**
- **The chase driver can only make a pass on an inside clipping point.**
- **The chase driver can only make pass on the inside of the lead driver.**

- **The chase driver becomes the lead driver once the chase vehicle has fully surpassed the lead driver's vehicle.**

Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an INCOMPLETE on that run.

8.2.5 Tandem Start Line Procedure:

The start line is the official starting point of each tandem battle. A flag or start light will be activated by the start line Marshal, which signals when the cars can start. During tandem battles, there will be a cone chicane, as illustrated in Figure 2 (the lead and chase locations, as well as the orientation of the chicane are dependent on the track layout). The chicane is designed to decrease the acceleration of the lead car, permitting the chase car to maintain proximity down the straight away leading up to the initiation point. If the lead driver strikes one of the cones on the chicane and/or starts before the Start Line Official has given the signal to go, the run will be deemed a false start and a replay will take place. Each driver is allowed a maximum of five (5) false starts per event.

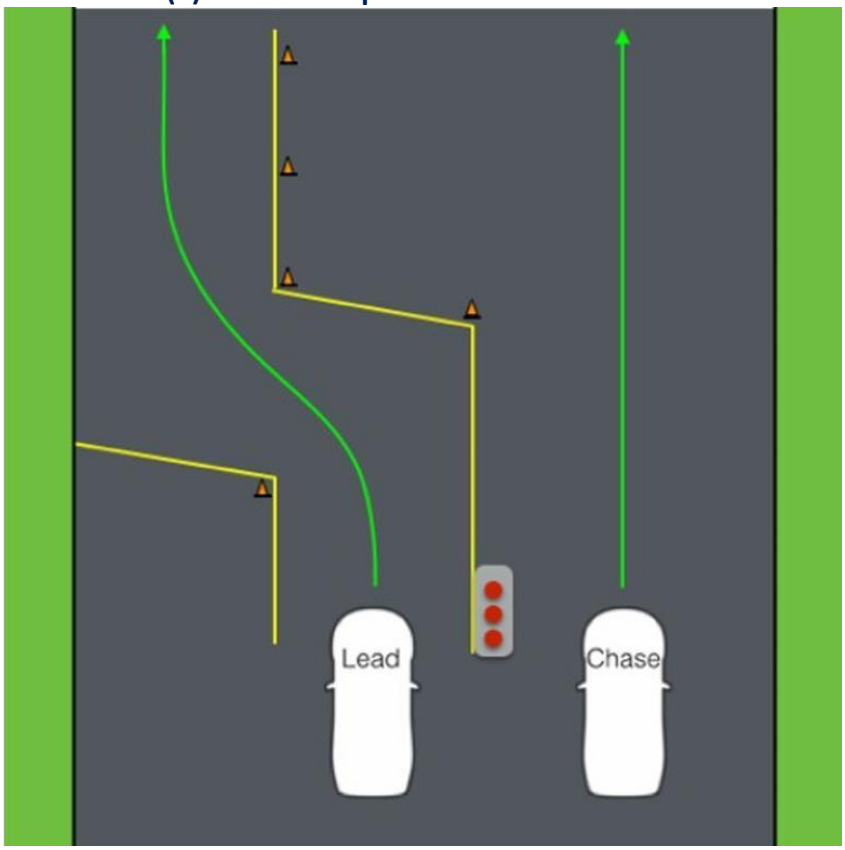


Figure 2

The lead driver must start within a maximum of five seconds from start marshal's signal. Competitors starting their runs before the start line marshal's authorization or after the time limit allotted will be in breach of the start line procedure.

8.2.6 Tandem Initiation Procedure:

In an effort to give drivers the choice of which initiation technique they would like to utilize, an initiation procedure has been implemented that must be followed by both the lead and chase drivers.

SINGLE FILE INITIATION

- **The lead driver can initiate using any method they choose.**
- **The lead driver has the right of way from the start line to the initiation point.**
- **However, the lead driver must exhibit a committed approach to the initiation point and will be held accountable if any mistakes or issues arise between the start line and the initiation point, just as they would from the initiation point to the finish line.**
- **The chase vehicle must not impede the lead vehicle in any way between the start line and the initiation point. Doing so will put the chase vehicle at a disadvantage.**
- **The chase driver may position their vehicle anywhere behind the lead vehicle as long as it does not impede the lead vehicle's ability to initiate with their chosen method.**

Violations of initiation procedure may result in a restart.

8.3 Tandem Contact and Collisions:

Vehicle contact in drifting is something that The Drift Home recognizes as part of the sport, however collisions of vehicles while in a tandem battle requires specific rulings and guidelines.

LEAD VEHICLE
If the lead vehicle loses drift, goes off line or unjustifiable change in momentum during tandem and the chase vehicle has a collision with the lead vehicle, the lead vehicle may be deemed at fault for the collision. Each judge will ascertain fault.

CHASE VEHICLE
If a Chase driver has a collision with a lead driver while the lead driver is fulfilling the lead driver goals and adhering to the MOMENTUM MAP then the chase driver may be deemed at fault.

8.3.1 Damage Due to Collision:

Once a collision has occurred between the competitors, the Judges will ascertain fault using all the resources at their disposal (replays, track staff, memory, etc)
In some cases, damage sustained to the vehicles may require time to repair. Only the vehicle not at fault may request up to 10 minutes to repair their vehicle without using their designated Competition Timeout.

In the event that an incident occurs on course, but there is no visible record that would determine fault, a judge may use their best judgement to ascertain fault.

Run 1 Collisions:

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, a The Drift Home official will verify that indeed the vehicle is not repairable in time for the second run of that battle and declare the driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two runs of the battle, they will not move on in competition.

If the case above occurs in the final battle, The Drift Home reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 10 minutes for repairs.

If both the lead vehicle and the chase vehicle wreck on the first run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher qualifying position.

If there is a situation that occurs where the judges can verify that a lead driver has a vehicle malfunction that leads to or causes an INCOMPLETE to the chase vehicle, the lead driver will be given fault and an INCOMPLETE. If the damage sustained to the chase vehicle is severe enough that major repairs necessary to continue in competition, and that can be verified by the Competition Director, then the lead driver will be eliminated from the competition and the victory given to the chase driver.

EXAMPLE: Lead driver drops oil on the course and the chase driver clearly slides through the oil and slams into a wall causing extensive damage to the vehicle.

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the Competition Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

In the above, scenario if they result leaves either driver with a tire puncture or wheel damage, the Competition Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

Run 2 Collisions:

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead vehicle and the chase vehicle wreck on the second run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first

run of the battle.

8.4 Tandem Tire Debead or Damage:

8.4.1 In the event of a tire debeading on course, the vehicle will not be allowed to leave the line with a currently debeaded or previously debeaded tire.

8.4.2 Tire changes will not be allowed during Competition Timeout unless debeading has occurred or rim/tire damage due to a collision.

8.4.3 If debeading occurs by collision with course, wall, or surface. Judges will decide which occurred first the collision or the debead.

8.4.4 If debeading occurred prior to the collision, the vehicle will not be allowed to leave the line with a currently debeaded or previously debeaded tire.

8.4.5 If the collision results in a debeaded tire then the wheel and or tire may be changed.

8.4.6 If rear tires are changed, the other competitor may also change rear tires.

8.4.7 In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

8.5 Vehicle Service During Tandem:

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, cool-down, etc. Rear Tires are required to make two consecutive runs.

8.6 Competition Time Out:

i. **To maintain safety in the competition, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are not to be used for strategic purposes. Only the designated team representative or competitor will be allowed to request a Competition Timeout, and it must be made through a The Drift Home official. Only the Competition Director may grant a Competition Timeout. Team may not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeouts are allowed for a maximum of five (5) minutes and are to be administered by the Competition Director or a designated competition official.**

ii. **Tire changes will not be allowed during Competition Timeout unless debeading has occurred or rim/tire damage due to a collision. Tires are required to make 2 consecutive runs.**

iii. **Competition Timeouts are for vehicle repairs, no tire pressure or suspension setting adjustments will be allowed.**

iv. **Competitors who fail to make the necessary repairs within the allotted time limits will be disqualified from the competition and forfeit to the opposing competitor.**

v. **Teams may only use one (1) Competition Timeout during each round. Competition Timeout's are allowed to be used during Tandem Elimination battles. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.**

vi. **Competition Timeout repairs must be completed in the hot pit. Vehicles needing to go to the main pit for a Competition Timeout are not permitted, unless otherwise noted in the drivers meeting (i.e.: venue space limitations).**

vii. **Competition Timeout may be called by the Competition Director if the vehicle is not present in grid and ready to run when needed to maintain the run of show.**

viii. **Competition Timeout will be called by the Competition Director if a vehicle requires service of any kind between a sighting lap and competition run.**

8.6.1 Competition Time Out Procedure:

Driver and/or team members are not to perform any work on the vehicle prior to the official initiating the CTO procedure. Opening panels and inspecting for damage could be considered work. External visual inspection is allowed.
The five (5) minute clock starts when the official tells the competitor/team member to begin, not when the vehicle arrives in the hot pit. If a tow truck is used, the vehicle is permitted to be put on jack stands only if it cannot stand on four wheels. The tow truck must also leave the location before starting the five (5) minutes. The Competition Director will announce when work may commence, and the clock will count down the five minutes. The entire repair procedure needs to be completed by the time the clock runs out of time.

Five (5) minutes will run out if your vehicle is:
- **Not moving under its own power.**
- **Not on the ground.**
- **Not safe to drive in the position required (lead or chase).**
- **Not adequately repaired.**
- **Not ready to drive to the warm-up area.**

If the situation is eligible for the replacement of tires, and it is decided to do so, then the tire changing must also be completed within the allotted five (5) minutes.

8.7 Tandem Replays and Judging Assistance:

The Competition Director may request that time be allocated for a replay if a technical issue has occurred that could affect a judging call.

All judging is done from the on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system or a closed-circuit TV may be used to communicate whether a driver properly scores the clipping point. External data or video is not permissible in the evaluation of a protest.

Judges may request additional information from the Competition Direction and the track staff regarding on track activities. The judges may use that information in their judging results

Chapter 9: Entries

9.1 All competitors must possess a National Drift B Competition license or higher; competitors from outside the UAE must possess a National Drift B Competition license or higher issued by their parent ASN, in addition to a Start Permit; also issued by their parent ASN.

9.2 All participating drivers should apply through the appropriate channels.

9.3 The entry form must be completed with the following information (minimum details required):

1. **The full name**
2. **Nationality**
3. **Address**
4. **Competition license number and driving license number.**
5. **Vehicle details with the modification list.**
6. **Vehicle group and class in which it is to be entered.**
7. **A copy of the street registration certificate for stock and modified cars and possession certificate for race cars.**

9.4 Entry Fees to be paid through the appropriate channels.

9.5 No amendments may be made to the entry form, except in the cases provided for in the present regulations.

9.6 By the very fact of signing the entry form, the competitor, as well as the Driver submits themselves to and to accept the EMSO National sporting code, Tilal Swaihan Grassroots Drift Cup regulations, and accept the decisions of the Organizers as well as the Officials (subject to the right of complaint and appeal).

9.7 The organizing committee reserves the right:

i. To refuse an entry, without having to give the reasons for its decision.

ii. To cancel Tilal Swaihan Grassroots Drift Cup if the number of the competitors is less than 20 cars.

iii. In case of an accident, the responsible competitor should exclude any responsibility of the race & Tilal Swaihan Grassroots Drift Cup organizers and pledge to renounce any complaint against them.

9.8 The maximum number of entrants is limited to 55 cars. The organizing Committee may reserve the right to add the number following the entry waiting list.

9.9 The entry list will be published according to the program in a bulletin issued prior each event.

9.10 In case of force majeure, or for reasons of security, the Organizers will be held to no responsibility other than the obligation to pay off the corresponding entry fees. No reimbursements will be made except for the above mentioned.

9.11 Competitors are expected to honestly and clearly mention all modifications and enhancements to their vehicles, failure to do so goes against the spirit of Tilal Swaihan Grassroots Drift Cup, and the officials will reserve the right to reject the competitors entry for that round without refunding their registration fees and subject the participant to a fine.

Chapter 10: Administrative checks & Scrutineering

10.1 All participating competitors must report for administrative checks & Scrutineering with their race vehicles as per the timings of the Parc Ferme.

10.2 The administrative checks will consist of checking the following:

i. Valid registration and general details of the race car.

ii. Valid competitors' driving licenses, competition licenses and medical insurance for both local and foreign.

10.3 Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering in accordance with the published timetable as shown on the official notice board.

10.4 The following should be observed:

10.4.1 Participants are obliged to accompany their vehicle at scrutineering so that identification and safety checks can be carried out.

10.4.2 Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as disqualification, at the Competition Director's discretion.

10.4.3 The Competition Director may allow the late vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure.

Chapter 11: Parc Ferme' & Final Checks

11.1 All vehicles may be subjected to checking by the scrutineers before each heat however, the scrutineers have the right to check any vehicle that was involved in an accident. Vehicles recognized in a deficient state will be prohibited to start.

11.2 Any vehicle may be subjected to final checking by the scrutineers after the finish.

11.3 At the request of the Stewards or Competition Director, a vehicle may be impounded after the finish and subjected to a complete and detailed check.

11.4 Competitors that are not acting in accordance with these measures will be subject to their exclusion from the event.

Chapter 12: Penalties

12.1 Disqualifications:

- **Absence of the crash helmet or safety belt.**
- **False information in the entry form.**
- **Replacing of driver or in case of retirement.**
- **Any offence to the organizers or the race officials of the event.**
- **Reckless and dangerous driving.**
- **Any breach of Tilal Swaihan Grassroots Drift Cup regulations that is deemed worthy of disqualification.**

12.2 Other penalties may include (but not limited to):

- **Loss of track time: A competitor may be disqualified or removed from taking part in practice, or one qualifying run.**
- **Deductions to Qualifying score.**
- **Fines**

Chapter 13: Classifications & Trophies

13.1 The results will be published after the Tandem Final.

13.2 Tilal Swaihan Grassroots Drift Cup officials have the right to introduce new trophies and awards if deemed fit and healthy for Tilal Swaihan Grassroots Drift Cup.

Chapter 14: Protests & Appeal

Competitors' rights to protests are in accordance with the EMSO National Sporting Code.

There is no right of Appeal to the National Court against any sporting decision of the Stewards of the Meeting or against any eligibility decision.

Chapter 15: Insurance

15.1 The entry fees include the insurance premium, which guarantees the competitor cover for civil liability towards third parties.

15.2 The insurance cover will come into effect at the start of the event and will cease at the finish of it or at the moment of retirement, disqualification or exclusion.

15.3 Damages to competing cars as well as liability of a driver towards other driver or car are not covered by the insurance provided by the organizers.

15.4 If a driver taking part in the event is involved in an accident he/she must report this as soon as possible to the competitors' relations officer.

15.5 In case of car breakdown the competitors bear the transportation and/or towing fees.

Chapter 16: Reservations & Official Text

16.1 The organizers reserve the right to add to the supplementary regulations or to issue additional conditions or instructions, which will form an integral part of them. They also reserve the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

16.2 Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board.

16.3 Tilal Swaihan Grassroots Drift Cup Director shall decide any cases not provided for in the supplementary regulations.

Chapter 17: Car identification & advertising

17.1 The organizer shall provide each participant with one set of two racing numbers, which shall be clearly displayed on both sides of the vehicle and throughout the duration of the event.

17.2 The participants can on no account make any modification(s) to the shape, the dimension or the contents of these sets of numbers.

17.3 The organizer shall be responsible for allocating the start numbers.

17.4 At the end of the event and before leaving the Parc Fermé or the paddock, the racing numbers must be removed.

17.5 The competitors are allowed to deal directly and freely with their sponsors. Their mutual commitments should conform to the sporting codes and these supplementary regulations.

17.6 The advertisement is authorized on the clothes of the drivers according to the conditions of Tilal Swaihan Grassroots Drift Cup.

17.7 The used places for that purpose are free with the exception of those reserved for the competition numbers, the logo of Tilal Swaihan Grassroots Drift Cup as well as that of the organizers.

17.8 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- **It is not likely to give offence.**
- **It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips.**
- **It does not interfere with the competitor's vision through the windows.**

17.9 The advertising of political, religious and/or social material is strictly forbidden.

17.10 The organizers reserve the right for optional advertising space in all competing vehicles.

Chapter 18: Miscellaneous

18.1 All vehicles/competitors that enter Tilal Swaihan Grassroots Drift Cup adhere to accept Tilal Swaihan Grassroots Drift Cup Rules and Regulations.

18.2 A competitor performing standing burnouts leading to permanent damages to the track will be at risk of disqualification from the event.

18.3 Video, film and photographic, including performance related test equipment is prohibited from all vehicles unless expressly authorized by the organizers of Tilal Swaihan Grassroots Drift Cup.

18.4 All competitors and or teams agree that decisions made by the officials are final.

18.5 Tilal Swaihan Grassroots Drift Cup have no obligation to make any refund, re-imbursement or compensation of any kind as a result of a competitor's disqualification or exclusion from Tilal Swaihan Grassroots Drift Cup under any circumstances.

18.6 Vehicles must remain clean and presentable at all times Tilal Swaihan Grassroots Drift Cup reserve the right to refuse any vehicle competition entry if this is in question.

Chapter 19: Terminology:

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

Bye Run - Bye Run is a non-judged qualifying run to prove that the mechanical condition of the vehicle is ready for competition.

Chase - The vehicle that follows at the beginning of a tandem battle.

Chaseable Lead - A chaseable lead run is a run that gives the chase driver a fair chance to fulfill their responsibilities. A chaseable lead involves the following:

1. The lead driver maintains the dictated pace throughout the course.
2. The lead driver generally adheres to the decel map,
3. The lead driver fills the majority of the outside zones and hits the inside clipping points.
4. The lead drivers dictates and expresses control throughout the entire course. Please note that a chaseable lead is not only required in tandem competition, but also during each driver's qualifying runs.

Failing to do the aforementioned may result in judging penalties.

Chicane - Is offset in the lead vehicle'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 vehicle touches another vehicle 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 vehicle 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 vehicle when either are poor.

Competitors' 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.

Driver briefings are mandatory and must be attended by the driver and one team member.

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

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 vehicle's angle as it passes by each of the clipping points on-course.

Initiation - The act of breaking rear wheel traction while increasing the angle of the vehicle 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.

Judges - There are 3 official drift judges that attend each round of competition. 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 meetings, which they then use to dissect each qualifying run. During tandem battles, they watch both lead and chase drivers compete against one another to determine a winner.

Latest initiation point - The point at which the vehicle must be sideways. It is marked by single standing cone in the "3, 2, 1" cone sequence.

Lead - The vehicle 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 meetings. The ideal line will be indicated with clipping points, clipping zones and touch & go areas throughout the course.

One More Time (OMT) – Occurs due to lack of a majority vote from the judges. The tandem battle that received the OMT vote from the must run the tandem battle again until the result is a majority vote decision. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.

Opposite Drift - When a vehicle 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 competency 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 vehicle's angle as it passes by each of the clipping zones oncourse.

Pass - When a chase vehicle goes by a lead vehicle during a tandem battle. A pass is only considered legal if it was performed at a clipping point, the lead vehicle was offline and if the chase vehicle remained on the line stipulated in the driver's meetings. The pass is considered complete once the chase vehicle has fully passed the lead vehicle.

Proximity - A term used in tandem competition that is generally applied to the distance between the Lead vehicle and the Chase Vehicle.

Qualifying - To determine the competition order at each event, drivers must complete two non-consecutive single-vehicle runs on the course in reverse order of current rank in the Championship.

Drivers are judged based on their ability to demonstrate a mastery of the line, angle and style requirements as described in the driver's meetings at each event.

Restart - Restart is used for chicane or start line violations. Restart is relayed to the drivers via a flagger or restart light. Upon a restart driver's return to the start line in the same positions and rerun the halted run.

Run - A run of a drift course, whether in qualifying or tandem competition.

Sighting lap – A non-judged run which allows drivers to gauge the changes in course condition.

Commonly used when the course condition changes from dry to wet without a previous wet practice session. Immediately following the sighting lap will be a qualifying or competition run. If the vehicle cannot immediately make the qualifying or competition run, a Competition Timeout will be called if they choose not to forfeit that run.

Straight - When a vehicle loses angle to the point that it is traveling in the direction in which it is pointing, and the driver must reinitiate to continue drifting.

Style - Style is comprised of 2 separate criteria: Fluidity and Commitment.

Tandem - When two vehicles are drifting on the course simultaneously.

Tandem Battle - Each tandem battle consists of 2 runs, giving each driver the opportunity to be in both the lead and chase positions. For the first run, Driver A is in the lead position, with Driver B in the chase position. The second run consists of Driver B in the lead position and Driver A in the chase position.

During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. 10

Touch & Go - 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 may be used as a reference for both the line and angle judges to judge competency in their respective criteria. Unlike an outer clipping zone, which needs to be filled entirely by the rear of the vehicle, a touch & go area only requires the driver to briefly "touch" the area between the cones with the rear of the vehicle, as the name implies.

Transition - The act of rotating a vehicle 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.

Unchaseable Lead - An unchaseable lead run does not give the chase driver a fair chance to fulfill their responsibilities.

An unchaseable lead run may involve some or all the following:

1. The lead driver varies pace unpredictably or not as described on the course.
2. The lead driver does not adhere to the decel map, whether due to driver error or vehicle malfunction or trying to get away from the chase driver by cheating one or more of the lead driver responsibilities.
3. The lead driver missing the majority of the outside zones and/or inside clipping points.
4. The lead driver is out of control or erratic throughout the course.

Please note that a run can be deemed “unchaseable” in qualifying just as it can in tandem competition.

Additionally, an unchaseable lead can be more consequential to a lead driver in tandem if the chase driver is within relative proximity and affects (or seemingly affects) the chase driver.

An unchaseable lead is always a negative for the lead driver, but the degree to which the judges apply judging penalties can be/or will be dictated by the actions that affect the chase driver.