



2025 NEZ EUROPE DRIFT CHAMPIONSHIP

Supplementary Regulations

PRO CLASS

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<http://www.drifteurope.com/>

DRIFTING INTRODUCTION

Drifting is entry-level motor sport activities that can be easily developed in all ASNs in order to bring new competitors in motor sport without consideration of the age.

Drifting is a motor sport discipline that can be organized on a permanent track (karting, circuit) or on a temporary tarmac track (e.g. a car park). The car must go sideways in over-steer and the over-steer must be controlled by the competitors' inputs, and they will be judged on style and clipping zones. Competitors must demonstrate speed and ability to control slide in qualification runs or two car tandems. Competitor's apparel and the vehicle requirements for drifting events should be detailed in specific articles.

Lexicon

- Run: Round, series
- Qualification run: run by one competitor during the Qualifying rounds
- Tandem: run between two competitors during the final phases
- Clipping zone: reference marks on the edge of the track, which define the course, and to which competitors get as close as possible to without running them over. These points can be positioned inside or outside the trajectory in each of the curves.
- One more time: additional tandem to decide the dead heats during the final phases.

1. GENERAL RULES

1.1. These supplementary regulations under name "NEZ DRIFT CHAMPIONSHIP" (NEZ), in accordance with the Latvia, Finland, Estonia ASN National Sports Codex, determine the rules for organising, running and judging the events, as well as the requirements for competitors and rules for the Championship standings. These Regulations come into force from the moment they are published on the official website on each participating ASN. Possible changes will be published with Bulletins. In NEZ drift championship each country competitors drive under each ASN approved PRO class technical regulations for season 2025.

1.2. An organizing permit is required for all Drifting Events. Public liability insurance is provided with the ASN permit. An ASN Steward/Observer could be appointed for drifting events.

1.3. NEZ drift championship (NEZ) is an open regional drift competitions consisted of several rounds held on different circuits. Each event will publish supplementary regulations what must meet local standards and be developed by the event promoter.

- 1.4.** NEZ drift championship will be run in compliance with the FIA International Sporting Code (FIA Code) and is handled by each country organizers in association with the respective ASN's Drifting Commissions.
- 1.5.** Latvia ASN and Latvia Drift commission are the Parent ASN, who takes responsibility of the proposed championship. Latvian ASN is the contact in case of questions or dispute.
- 1.6.** Circuit descriptions will be specified in the Supplementary regulations of each round.
- 1.7.** The competitors are enforced to follow these Regulations and Supplementary Regulations of each round. The supplementary regulations of each round has to be also in English language, and published not later than 4 weeks before the race. In case of dispute, English language is prevailing.
- 1.8.** All drivers, competitors, and officials participating in the NEZ, along with their employees and teams, commit to adhering to all aspects of the FIA Code, including any supplements or amendments, as well as the Circuit General Prescriptions, the Technical Regulations, the current Regulations, and the Supplementary Regulations for each round. Furthermore, they agree not to hold the organizers liable for any damage or harm to their property or health incurred during NEZ events.
- 1.9.** The Clerk of the Course shall hold a Clerk of the Course license from her/his parent ASN.
- 1.10.** At least one marshal must be based at each corner on the track layout defined for the event. In addition to his safety role, each marshal may also be used as a Judge of fact, in order to validate – or not as the case may be – with a specific flag indicating the result of judging factors.
- 1.11.** The 2025 NEZ drift championship consists of 3 events in class PRO. Competitor has to obtain valid license from his/her ASN what is valid for PRO class.
- 1.12.** The NEZ is open to any competitor with a valid ASN license for PRO class. Exceptions may apply based on host country legislation.
- 1.13.** Each country must have one drift representative, who is responsible overseeing NEZ drift stages in his/her country. These three individuals also coordinate all aspects of the NEZ drift championship, including stages, dates, and regulations, and serve as representatives of their country's ASN.
- 1.14.** NEZ drift work group for 2025 season:
- Elīne Berķe Bluša (LV) eline@driftlatvia.com
 - Kristjan Sallu Salmre (EE) sallu@drifttime.ee
 - Heli Lahtisaloranta heli.lahtisaloranta@gmail.com and Sebastian Jansson sebastian.jansson@lahitapiola.fi (FIN)
- 1.15.** Each event will happen together with country national championship, which will be organized in one tandem final, it's not a mandatory rule and NEZ stage can also happen separately.

- 1.16.** Supplementary regulations for events must be published on the events official homepage or organising ASN homepage no later than 3 weeks before the event.
- 1.17.** Drifting is a racing event with a set start lane, from which the competitor enters the track and accelerates towards the judging zone, which is marked with cones or other trackside objects. The beginning of this zone is described in the drivers meeting. Drifting is a driving technique, where the competitor takes a racing line that gives the most speed, and puts the car in a manageable controlled slide (the ideal line is described by the judges during the drivers meeting).
- 1.18.** Participation fees for NEZ are stated in the Supplementary Regulation of the respective event. The series fund contribution must be paid during the registration together with participation fee of the national competitions from which the points will be collected. During and after the competition, the series fund contribution cannot be paid to participate in the series for current stage.
- 1.19.** Any rules that are not mentioned in these regulations, as well as violations that cause delays in the event, will be assessed individually before the event in competition regulations, or also that can be in race time, with the decision being made by the Clerk of the course and race director.
- 1.20.** Alcohol and doping controls can take place during the events. The doping control procedure (and the list of forbidden substances) is in accordance with the World Anti-Doping Agency and FIA rules. Alcohol control can be done by the event organizer using a breathalyser. In case of alcohol level is higher than 0.0 promiles, the competitor will be excluded from the particular event and the cancellation of the drift licence, in accordance with section of country National Sports Codex from which the competitor is.
- 1.21.** All representatives of the NEZ drift group have the opportunity to give a "Wildcard" to one of the drivers for a specific competition, but not for the season as a whole. "Wildcard" means that it is possible to take part in a race with a car that does not comply with the technical regulations, but which the technical director of the race considers safe to drive in the race.
- 1.22.** The organizer of the competition must provide filming of the competition, video replays for judges, also provide paid or free live broadcast for spectators.
- 1.23.** During the competition, the Participants, their representatives, team mechanics or their relatives have no right to act aggressively (shouting, cursing, gesturing or otherwise insulting or threatening the track judges or the organizer's staff). Such conduct will be interpreted as an unsportsmanlike conduct for which a fine of EUR 200.00 is due. In addition, further participation in the competition is subject to a warning and in case of repeated unsportsmanlike conduct, the Participant may be excluded from the competition, as well as the information is submitted to the Participant's ASN for evaluation of exclusion from the Championship.

1.24. On individual tracks, participants must comply with the sound restrictions specified in each competition regulations, which have been announced in advance by the organizer of the respective event. The driver must be able to adjust his race car.

2. ORGANISATION AND JUDGING OF EVENTS

- 2.1.** The events, in accordance with the each country National Sports Codex, will be organized as outlined in these regulations by the Championship organizer.
- 2.2.** The events will be judged in accordance with the each country ASN National Sports Codex and the rules outlined in these supplementary regulations (including annexes).
- 2.3.** At each stage, the organizer must ensure that there is at least one ASN steward.
- 2.4.** The judging criterias are 40/30/30. Judging criteria can be changed a by judges if it's necessary based on track layout, by informing about changes competitors and the organizer.
- 2.5.** Event regulations must contain precise information on the start procedure (positioning the car on the start line, start signal, etc.) and rules that will be followed during it.
- 2.6.** Organizer needs to provide as equal start conditions as possible for every competitor.
- 2.7.** Any intervention with the judges, delaying of the event or disturbing of the work of judges will be punished with a fine of 100,00 EUR. A repeated offense will result in the competitors' exclusion from the event. A competitor can be excluded from the event without warning for unsportsmanlike behaviour, including gesturing towards the officials.
- 2.8.** The attendance of an ambulance with qualified crew and one rescue team is mandatory for NEZ events according to ASN safety regulations.
- 2.9.** At least two fire extinguishers with a minimum of 4KG capacity (each unit) must be positioned in close proximity to the marshals' posts in the care of trained marshals.

3. EVENTS

- 3.1.** The Championship takes place on tracks approved by each country ASN.
- 3.2.** Drift events take place on permanent track (karting, circuit) or on a temporary track (e.g. a car park) (FIA drifting guidelines for drifting event, 1.1. article).
- 3.3.** The track safety plan needs to be approved by the each organising country ASN.
- 3.4.** Track description needs to be included in the events' supplementary regulations. The track layout must be published on the official notice board latest on the day of the event.
- 3.5.** If the race cars are split into multiple groups, the organizer needs to mention this in the event regulations.

- 3.6.** The runs begin at time listed in the event regulations or its annexes. Entrant is fully responsible for the competitor and his/her car to arrive at the start on time.
- 3.7.** The start list has to be published on the official notice application, group, no less than 15 minutes before the start time of the first competitor.
- 3.8.** The track judges and race judges and main judges have the right to stop the driver on the track at any time and check the correct use of its safety equipment, both between the races and the start, after the start and after the finish. If the driver is caught using the safety equipment improperly, for example, the helmet is not fastened, a warning is issued, the next time a penalty of 50.00 EUR is imposed, or Clerk of the Course may apply additional penalties up to exclusion. Safety checks can also take place during competition training.
- 3.9.** Drifting or car testing, on the race track, not on the drift configuration trajectory, without the consent of the responsible persons is strictly prohibited, penalty-exclusion from the race.
- 3.10.** Drifting, tire sweeping, burnouts, etc. are strictly prohibited outside the track or designated areas. Burnouts are totally banned on event area. Engaging in drift elements after the official end of the competition within the participants' park, as well as on other parts of the track, in trailer parking areas, and while exiting the track or on access roads, is strictly forbidden. This rule applies as long as the driver is within the track premises. For such violations, the driver will face penalties including disqualification from the competitions in question, annulment of any points earned therein, and possibly a monetary fine. This rule applies not only to the competitor's vehicle but also to any vehicles associated with the driver's team or team members. If a team member commits the violation, the driver will still be subject to penalties.

4. COMPETITORS

- 4.1.** Competitors must obtain valid license issued by homeland ASN for PRO class in order to take part in NEZ 2025. Different countries can apply different rules or grades to their drift licenses. In case of dispute or confusion, ASN who has issued the license must provide start permission. It is solely the competitor's responsibility to obtain a valid license. Licenses will be checked during sporting checks in every NEZ event, the license may also be available digitally.
- 4.2.** Drift licencing process is described in each country Drift licencing rules for 2025 and is an important part of these regulations.
- 4.3.** During the event, a competitor must not be under the influence of alcohol, drugs or any other intoxicating substances. A violation of this rule will result in exclusion from the event and the

cancellation of the drift licence, in accordance with section of country National Sports Codex from which the competitor is.

- 4.4. The competitor must not have any health issues that affect his/her ability to drive.
- 4.5. Competitors must have a carpet (liquid-resistant mat) or something similar under the race car in the service area. The first violation will result in a warning, and there will be a 100,00 EUR fine for a second violation. The carpet under the car must be at least for 10cm larger than the race car in all four directions when the car is placed on it.
- 4.6. Each driver, while participating in any NEZ event abroad from its country of origin, must have a valid (in case of any accidents during the event) accident insurance policy. When applying for the competition, the driver declares that he has the relevant insurance, either taken out separately or incorporated into the license

5. RACE CARS, COMPETITOR'S EQUIPMENT

- 5.1. Race cars must be prepared in compliance with the 2025 season's technical regulations for drifting, applicable in each country for each class. It is the responsibility of each country to maintain their technical regulations, ensuring uniformity across all participating countries.
- 5.2. The maximum width of the rear tire in PRO class is 265 mm according to the manufacturer's marking. The technical judge, in consultation with the chief judge, has the right to refuse participation in the competition to a participant who, for example, drives with a street tire and does not seem convincing when driving, or endangers other drivers on the track by driving with too small a tire size, which drastically affects speed and performance.
- 5.3. The maximum permissible tire width used on the rear axle wheels is 265mm an exception is Finland stage, where based on Finish PRO class country rules can use 285mm but this is just in this stage.
- 5.4. Drift cars must be rear wheel drive, and comply with PRO drift technical regulations for 2025. If a car does not meet given technical regulations, the decision on whether to allow it to participate (and in which class) is made by the Clerk of The Course, after a discussion with the Chief Scrutineer.
- 5.5. Competitors may request to change their competition car by obtaining special permission from the Technical Scrutineer and Clerk of the Course, but only before the start of tandem runs. No car changes are permitted once tandem runs have begun, except under specific circumstances as decided by the Clerk of the Course.
- 5.6. Competitor's safety equipment is checked during the technical scrutineering. The scrutineers have rights to check the competitor's safety equipment at any point during the event.

- 5.7.** During the event, as in practice, as in racing, it is mandatory to use a motorsports racing suit, gloves and shoes and HANS system with valid FIA homologation.
- 5.8.** Specific details of the technical requirements are outlined in each country's technical regulations, where they are discussed with a primary focus on overall safety.
- 5.9.** During the runs, competitors need to be fixed in homologated harnesses and must have put on a FIA homologated helmet with the buckle closed. Violation of this rule will result in an exclusion from that particular run.
- 5.10.** For safety, the competitor's race car has to be equipped with fire extinguishers in accordance with the countries PRO drift technical regulations for 2025.
- 5.11.** During official practice, qualification runs and tandem runs, only one person, the competitor, can be in the car. A separate decision on exceptions to this rule can be made by the Clerk of the course. Violating this rule will result in exclusion from the event.
- 5.12.** The entrant must make sure the race car undergoes technical scrutineering at the planned time, which is listed in the event regulations. The competitor needs to show the competitor's safety equipment to the scrutineers. The entrant is fully responsible for the race car and safety equipment compliance with the regulations. If some rules or requirements are not met, the competitor can be forbidden from taking part in the event or excluded from the event. Clerk of the course can also communicate these discrepancies to NEZ Drift work group, who can then make a decision on whether this was due to unsportsmanlike behaviour of the competitor.
- 5.13.** If any issues or defects with the car are found, the competitor needs to resolve these and go through the scrutineering again while it is still ongoing. If the car passes scrutineering, it can take part in the event. If the scrutineering is failed, the competitor must leave the scrutineering area and will not be allowed to take part in the event. After each racing accident, the chief scrutineer will look the car over and determine whether it can continue the event. If an issue is found during tandem runs, the competitor is given five minutes to fix the car, with these five minutes repairing must take place in the service area, not on track. The competitor must inform the competitors relations officer of his actions in that scenario. The five minutes are counted by the competitors relations officer or technical scruteneer, starting from the moment the car arrives at the service park and mechanic touches it, except case for the case if mechanic helps the towing truck to put the racing on the ground.

6. EVENT SUPPLEMENTARY PROVISIONS

6.1. Documentation check

- The administrative check takes place in the secretariat, according to the event regulations.
- The competitor or a representative of the team must present a signed registration form or sign it during the check as according to supplementary regulations of the event, pay the entry fee and provide the following documentation:
 - A valid full-year PRO drift licence;
 - A valid entrant licence
 - A valid accident insurance with at least 1500,00 EUR of coverage (that includes motorsports).
- After the administrative check, competitors can receive the start numbers and organizer's obligatory advertisement stickers. If the advertisement stickers are not put on the car, the competitor will receive a fine in size of the participation fee according to supplementary regulations of the event.
- The competitor or entrant, when registering for an event, takes full responsibility for their car and behaviour on track, as well as for any damages done to others.

6.2. Technical scrutineering

- The competitor needs to arrive to technical scrutineering at the time listed in the event regulations, and needs to present the race car, its documentation and the competitor's safety equipment. The vehicle shall be presented in the condition in which it will be used in competition, with all equipment fitted.
- It is the responsibility of the competitors to ensure that their vehicles meets technical regulations of competitive class.

6.3. Drivers meeting

- The place and time of the drivers meeting will be published in the event supplementary regulations or its annexes, or announced during the event if the Clerk of the course decides to call a drivers meeting. It is mandatory for either the competitor or the entrant to be present for the drivers meeting. The entrant is fully responsible for his/her competitor to take part in the drivers meetings and receive the information presented there about how the event will take the place. Only competitors, officials, entrants, and media personnel are permitted to attend drivers' meetings; attendance by anyone else is prohibited. If the drivers meeting has been missed, a repeat of the instructions covered there will cost the competitor 100,00 EUR.

6.4. Qualification runs

- The judged run begins at the moment a race car crosses the start line, and concludes after it crosses the finish line. The finish line must be marked by a two lines of cones on both sides of the track. If the race car is still drifting after crossing the finish line, a fine of 100,00 EUR can be applied. If the competitor enters the start zone at more than 30 km/h or is drifting, the fine is 100,00 EUR.
- There are 2 (this is decided after registration closes on the day of the events) separately judged qualification runs, which are not run in succession. The start order for tandem runs is decided based on the best qualification run, according to the tandem bracket used in the event.
- The qualification runs are done in start number order, with the smallest number going first. Once everyone has completed the first run, the second run begins. If a competitor is unable to take part in a qualification run, it is necessary to communicate this with the competitors relations officer in advance, so that a decision can be made on whether the competitor can be moved to the end of the particular qualification run. If the competitors relations officer is not warned about a competitor not attending a qualification run, the competitor will be given a score of 0 (zero) for the particular run. Competitors must be aware of when they have to go and do their qualifying runs, as they will get a score of zero if they don't take part in a run.
- The TOP8; TOP16; TOP24 or TOP32 competitors, based on the best qualification run, will qualify for the tandem runs. If there is an insufficient number of competitors, the Clerk of the course can make a decision to have a TOP24; TOP16; TOP8, TOP4 or, in separate cases, other tandem trees.
- The higher scoring qualifying run of each competitor will be considered for establishing the classification. In the event of a tie within the higher scoring runs, the lower scoring qualifying run will be used to break the tie. In the event of a tie within the lower qualifying scores as well, the competitor who scored the most for the Line component of their highest qualification scores will be used. If that also fails to separate competitors, the scores of their highest qualification score Angle and then Style components (in this order) of their highest qualification scores will be used. In the event of a tie within these scores too, the competitor with smaller registration number takes higher place.

6.5. Runs, starting order, false start, finish.

- Start, finish and track border lines, as well as the track limits need to be indicated with clearly visible markings. If the event takes place in the dark, lights need to be put at the start and finish zone, around track limits and in the service park.
- Burnouts to heat up the tires are allowed only in specially marked places. During this process, it is forbidden for anyone to hold the car in place. Doing a standing burnout is strictly forbidden, the car

must slowly move forwards when heating the tires. It is not allowed for people (other than the competitor in the race car) to be present in the burnout zone during a burnout.

- If a car breaks down during a run and can no longer move under its own power, the competitor must remain in the car until the run is stopped.
 - Any assistance from the outside during the runs is forbidden.
 - The competitor is forbidden to continue his run if driving the car is a threat to the safety of the competitor or event (such as significantly limited visibility through the windshield, etc.). Decision about allowing a competitor to race is made by the Clerk of the course, after consulting with the technical scrutineers.
 - It is forbidden to do practice runs in between qualification or tandem runs, unless this practice time is scheduled in the event regulations.
 - If a competitor has not arrived at the start zone on time for his/her tandem run, the start is given to the competitor who has arrived. The competitor who did not arrive on time will automatically have lost that particular run. The only exception to this rule can happen with the permission of the Clerk of the course if the competitor had a technical problem in the previous heat and has been given 5 (five) minutes to fix the issue. Full 5 minute rule check in attachment Nr.10.
 - After crossing the finish line, the competitor must decrease his speed without making any rapid side movements or drifting. Competitor must leave the track as shown in the track map. It is forbidden to drive faster than 20 km/h in the service park. If there is a report of a competitor driving aggressively or dangerously, he/she will be fined 100,00 EUR and possibly excluded from the event. This penalty is non-challengeable.
 - The race begins with administrative check and/or technical scrutineering, and ends after the last of the following events concludes:
 - Time limit of submitting and reviewing protests
 - End of the final technical scrutineering
 - Conclusion of the awards ceremony
 - The race can be stopped due to extreme weather or safety concerns, with the decision being made by the Clerk of the course.
- 6.6. 5 Minute Rule.** The competitor can take one 5-minute timeout only once during event stage. **Full 5 minute Rule is described in attachment Nr.10.**
- 5-minute timeout starts when the car is in the pits or tire change location on the paddock area, and mechanic touches the car.

- The mechanic is not allowed to touch the car while it isn't in the pits or tire change location, except if help is needed to lift the car from towing truck.
 - A competitors relations officer or scrutineering marshal keeps time during the timeout and stops when car leaves pits. If the competitor wasn't able to leave his pits before 5-minute timeout ends, he is disqualified from the event.
 - 5-minute timeout can't be taken in parts.
 - If 5-minute timeout has started, the competitor can't refuse or cancel it.
 - The head technical marshal will follow a result of the collision, that the driver will not use this collision as a strategic step to not go to the start in the second run, saying that he will not be able to fix the car. The head technical marshal will verify that indeed the car is not repairable in the time for the second run of the battle, and this is not a strategic move. If head technical marshal notices that the driver is not even trying to repair his car, this information is passed to the race commissioner and the clerk of the course, which can result in DNF of the driver instead of in the next TOP.
 - If the driver who is not at fault cannot fix his car within 5+5 minutes, he can fix it until the next TOP (this applies until TOP4), if he has won the tandem in which the collision occurred, then the driver may go to the start in the next TOP, after the head technical marshal permission.
 - If both - the lead car and the chase car – wreck the first run of the battle and are unable to continue due to excessive damage confirmed by the head technical marshal, with no driver deemed at fault (i.e. both drivers wreck independently of each other), the winner is determined based on the higher qualification position.
- 6.7.** Starting with TOP8 each competitor has maximum 5 minutes to prepare for the next tandem. 5 minutes starts when competitor enters his pits or tire change location till the moment, when competitor leaves its pits or tire change location to the start zone without stopping.
- 6.8.** From TOP8 drivers always need to be ready for hot pits, only if the organizer says otherwise in the morning meeting.
- 6.9.** It is not allowed to change tires or tire pressure within a single tandem. In case of collision, if a collision occurs and the tire is damaged, the driver not at fault for the collision may change the tire/s. If in first tandem run something happens to tires, without collision, competitor cannot continue to race with flat tire. Violation of this rule will result in a 100,00 EUR fine and can also result in exclusion from the event. Depending on the track, this rule can be changed by the Clerk of the course or judges, by notifying competitors no later than in the drivers meeting before tandem runs.

- 6.10.** On the track section leading from the service park to the start, which is specific in Bikernieki and in Kacergine race tracks, a competitor takes full responsibility of any accidents with people who might be on the track. Maximum speed limit of 50 km/h applies in those sections.
- 6.11.** The start procedures are always given by a start line judge at his discretion, whilst he remains under the orders of the Clerk of the Course. The start line judge may be replaced by a lights system: RED prohibiting the start, the GREEN authorizing the start.
- 6.12.** Competitors must turn up at the start of each run, wearing the mandatory clothing and equipment. They must wear this for the entire duration of the competition, failing which they will not be authorized to participate.

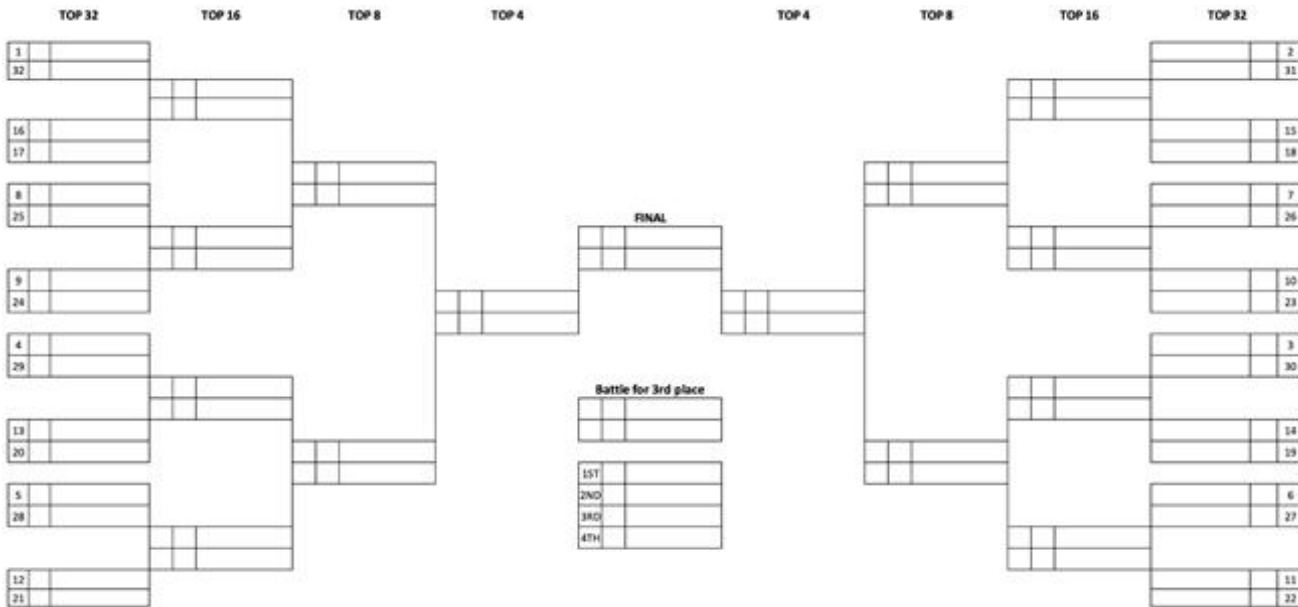
7. CHAMPIONSHIP OVERALL

- 7.1.** NEZ drift championship is open competitions, where any competitor from Europe, with PRO class drift licence can participate. There may be individual cases where with a separate decision exception can be applied to participant countries, if this is determined by the legislation of the specific host country or FIA Code.
- 7.2.** All drivers will be included in the official NEZ season overall standing and awarded with cup or medals for drivers during the GALA Awards ceremony on 08.11.2025 in Riga, Latvia.
- 7.3.** The Organizers reserve the right to provide additional awards for drivers during the Championship.
- 7.4.** Any driver failing to attend prize giving ceremony (either during NEZ rounds or GALA Awards Ceremony) may not be eligible to receive any prizes which may have otherwise been presented at this function. Such prizes may be withheld and not be represented to any other driver.

8. RESULTS

- 8.1.** The event results are determined in accordance with the event regulations. The final results are based on the Drift judging criteria for the 2025 season.
- 8.2.** Championship points are given according to the qualification table for the TOP32 competitors, and also to the 32, 24, 16 or 8 competitors who have qualified for the tandem runs, according to the elimination table. The points system used for 2025 is available in Annex No. 1
- 8.3.** Championship winners are determined by adding together the points received in all the official Championship events. In case of multiple competitors having the same amount of points, the higher place will be given to the competitor according to the following criteria:
- Higher place will be given to the competitor who has the most wins;

- If the number of wins is equal, the higher place goes to the competitor with most second places;
- If that is equal as well, then the next criteria is the number of third places, then fourth places and so on, until a winner is determined.



- 8.4.** After qualification, competitors receive points according to their position: 12 points for 1st place, 10 points for 2nd place, 8 points for 3rd place, 6 points for 4th place, 4 points for 5th and 6th places, 3 points for 7th and 8th places, 2 points for 9th to 12th places, 1 point for 13th to 16th places, 0.5 points for 17th to 24th places and 0.25 points for 25th to 32nd places.
- 8.5.** After the tandem runs, additional points are given according to the results of tandems: 100 points for 1st place, 88 points for 2nd place, 76 points for 3rd place, 64 points for 4th place, 48 point for 5th to 8th places, 32 points for 9th to 16th places, 16 points for 17th to 32nd places.
- 8.6.** In case where it is impossible to have a full tandem tree for TOP32; TOP24, TOP16 or TOP8, the remaining spots will be left empty, with the competitors with best qualifying results automatically advancing to the next round.
- 8.7.** The car used for the Qualifying rounds has to be the same used for tandems.
- 8.8. 0 points during the qualification or tandems*** *may be agreed separately at the meetings of the participants of each stage*
- Spinning (or mechanical damage), including in the acceleration zone or deceleration zone;
 - Blatant under steering;
 - Failure to remain on the track (none of the wheels must be outside the track);
 - Use of techniques judged to be unfair or dangerous;

- Crashing into an opponent (intentionally or otherwise) - light contacts without any risks are tolerated at the discretion of the judges;
- Be more than 10% slower in a tandem than in qualification (if telemetry is used).
- Loosing car parts- specific nuances will be mention in judging criteria document.

9. PROTESTS AND APPELLATIONS

- 9.1. A protest can be submitted by either the competitor or his entrant, and his/her ASN drift licence needs to be shown when doing so.
- 9.2. Protest can be submitted for the following violations:
- the race organisation not meeting the rules stated in these regulations;
 - a race car not meeting the technical regulations.
- 9.3. Protest fee must be paid in cash by submitting the protest according time given in 9.4.
- 9.4. Protests about violations during a run and for a race car not meeting the technical regulations need to be submitted in written form no later than 10 minutes before the preliminary results are announced.
- 9.5. If the protest is approved, the protest fee is returned to the person who submitted the protest.
- 9.6. For violations of supplementary regulations, the violator has to pay a fine of 100,00 EUR or he/she will be excluded from the event.
- 9.7. The person who submitted the protest, in cases where it was denied, can submit an appellation in accordance with the procedure stated in the each ASN National Sports Codex.
- 9.8. For a repeat violation of the technical regulations, a competitor can be disqualified for up to two events or receive a fine of up to 500,00 EUR.
- 9.9. In accordance with the agreement of the three ASN`s, competitors or entrants may file an appeal against the decision of the steward in accordance with the procedure outlined in Article 15.4 of the FIA Sporting Code. The fee for the appeal is in accordance with the rules of each federation conducting the competition.

11. FINAL PROVISIONS

- 11.1. The series promoter reserves the right to make any changes to the Regulations for reasons of force majeure, safety or prospective legislation.
- 11.2. For any investigation purposes of incidents not related to collision during runs or judging results during the event, upon request from the officials of the event, the participants are obliged to provide all recorded video files, including data generated by the on-board camera.

11.3. By submitting a participation application for any NEZ stage, the Competitor represents and warrants that:

- a) it undertakes to comply with the rules and regulations of the competition.
- b) the competing vehicle corresponds to the technical conditions and requirements of the respective class;
- c) the competitor shall be liable for the loss of or damage to other property;
- d) the competitor understands that participating in motorsports competitions poses a hazard for their life and health as well as the equipment to be used, but nevertheless agrees to participate in the competitions at their own liability. The organizer, the team members of the organizer, the track owner and the team members of the track owner shall not be liable for any possible accidents and the consequences thereof. The competitor shall discharge the aforesaid persons from any liability;
- e) the competitor undertakes to have an appropriate and valid accident insurance policy which might be necessary in case of accident during the competition.

Good luck in the events!

If, during the season, a decision is made to make some changes to these supplementary regulations, the NEZ work group will inform all the licenced NEZ drift championship competitors about these changes and publish the revised document.

CALENDAR SEASON 2025

