

## **Regulations of the competition**

### **Drift Open 2021**

#### **for Masters and PRO classes**

#### **§1**

##### **GENERAL PROVISIONS**

1. Drift Open Regulations (hereinafter referred to as Regulations) is a document defining the rules of drifting competitions and participation.
2. Drift Open competitions are owned by Nitro Łukasz Baranowski company, hereinafter referred to as Nitro.
3. Drift Open competitions organized by Nitro should be in accordance with the provisions of these Regulations.
4. Nitro reserves the right to make changes to the Regulations not later than 7 days before the date of the next round of the competition.
5. by participating in the event, the competitor accepts the contents of these rules and waives the right to pursue any claims against Nitro in court.
6. Nitro has the right to give a series of events or each of the rounds an additional name resulting from sponsorship agreements.

#### **§2**

##### **ORGANIZATION OF THE COMPETITION**

1. the Drift Open is organized by Nitro.
2. the organizer has the right to commission the organization of individual rounds to other entities.
3. the management of the competition is made up of persons indicated by Nitro, i.e:
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  - director of the competition,
  - technical manager,
  - track security manager,
  - a team of Judges appointed by the International Drift Federation,
  - Flagship judges (if they are appointed by the Judging Team),
  - start officer,
  - other persons indicated by Nitro.
4. official competition documents:
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- permission to organize the competition (if required) and the organizer's third party insurance,
- Competition Regulations and Announcements (available in the competition office),
- list of entrants,
- results of qualification trips,
- results of the final runs.

5. In the 2021 season, the Drift Open series competition will be held in three classifications:

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- Drift Open PRO AM class ([see regulations for PRO AM class](#))
- Drift class Open PRO
- Drift Open Masters class

6. Before the start of the season, the competitors declare their willingness to start in the selected classification of the competition. The organizer assesses the entries individually and assigns each competitor to one of three classifications: PRO AM, PRO, Masters.

7. The main goal of the division into separate classifications is to ensure equal level of competition. The evaluation criteria include, among others, experience, sports results, attendance in the previous season (except for inactive competitors / competing in the Drift Masters series), the overall appearance of the competitor, his car and team and the emphasis on marketing activities and technical preparation.

8. change of the assigned classification can be made only after the end of the season of the Competition by an independent decision of the Organizer or at the request of the competitor. In exceptional situations the Organizer reserves the right to change the classification of a competitor during the season of the Competition.

9. after the end of the season, the first three places in each classification are awarded with titles:

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- IDF Federation Champion / Drift Open in Masters class
- I-Vice Champion of the Federation / IDF Drift Open in Masters class
- II- Vice President of the Federation / IDF Drift Open in Masters class
- IDF Federation champion / Drift Open in PRO class
- I-Vice Champion of the Federation / IDF Drift Open in PRO class
- II- Vice President of the Federation / IDF Drift Open in the PRO class
- IDF Federation Champion / Drift Open in PRO AM class
- I-Vice Champion of the Federation / IDF Drift Open in the PRO AM class
- II- Vice Champion of the Federation / IDF Drift Open in PRO AM class

### **§3**

#### **LICENCES**

1. no drifting license is required to participate in the competition.
2. during the Drift Open rounds competitors can obtain a drifting license of the International Drift Federation.
3. the competitors who have the International Drift Federation license have priority during the registration stage of the Competition.

### **§4**

#### **APPLICATION FOR THE COMPETITION**

1. Drivers will be allowed to participate in the Drift Open competition:

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-will apply for participation in the competition round via the form available on the website [www.driftoopen.com](http://www.driftoopen.com) and will sign the form on the day of the competition,

-If required, they will make an entry fee payment to the indicated bank account and within the deadline set by the organizer,

-have a valid category B driving license or an FIA license.

2. The amount of the entrance fee is determined by the organizer.

3. In the case of resignation from participation in the competition or prevent the applicant from taking part, the entry fee is not refundable.

4. The participation of a competitor who does not have any of the rights listed in §4 point 1 is allowed, after prior notification of this fact to the Organizer and only with his consent.

5. Competitors entered for the competition must take into account the possibility of exclusion from training and competition at any time if in the opinion of the Organizer or the Team of Judges they pose a threat to themselves or other participants. The entry fee is not refunded.

6. The Organizer reserves the right to limit the number of competitors depending on the size of the facility where the competition will take place.

7. In the case of the competition taking place on the streets of cities, the organizer reserves the right to verify the entries of competitors.

### **§5**

#### **TECHNICAL AND SAFETY CONDITIONS**

##### **1. THE CAR**

##### **1. GENERAL PRINCIPLES**

1. Only rear-wheel drive (RWD) is allowed.

2. The car should keep the serial body line as much as possible, and all body parts replaced for weight reduction or mounted to improve aerodynamics must be professionally mounted and permanently attached to the car.
3. The wheels (upper part) must not protrude beyond the contour of the body / wheel arches. Wheel arch extensions are permitted.
4. The car must be clean and the body free of visible damage. Stylized repairs (such as JDM stitching) are allowed, provided that the elements have been safely joined and the repair marks do not significantly affect the overall appearance of the car.
5. cars with open bodies must have a closed roof during the competition.
6. Vehicles participating in the training and competition must have all bodywork elements.
7. The team of judges may decide to admit a vehicle without a bonnet to the training and competition on hot days.

## **2 MODIFICATIONS**

1. Exhaust system volume must not exceed 96dB at 3/4 of the maximum engine speed.
2. the size of the tires does not have to match the size of the factory tires. Retreaded tires approved for use in the European Union are permitted.
3. The use of slick tires is prohibited. The restriction applies only to the rear axle and applies during qualification and pair driving.

4. The maximum permissible tire size for scoring journeys:

Masters class - R18 285

Class PRO - R18 265

5. in case of breaking the rules of the regulations concerning the allowed tyres, the organizer has the right to impose on the competitor a penalty of up to 1000 PLN and disqualification.

6. during scoring journeys, additional marking is required in the form of a contrasting mark on the rim arm or a section of its surface of both car rims mounted on the rear axle (both axles recommended).

7. the car must have efficient red stop lights:

-two rear lights (left and right)

-additional STOP light front and back in the form of LED tape mounted on the upper edge of the glass and its full length.

8. The car must have a working orange emergency light:

**required** - two rear lights (left and right)

**recommended** - two front lamps (left and right)

9. If the competition round takes place after dark or in conditions of limited visibility, efficient head and tail lights are required. It is allowed to use LED lamps in place of serial headlights.

10. If the competitor does not use the headlights, he must install caps in their place in such a way as not to leave exposed sharp edges, which may pose a safety hazard.

11. The car must have a bucket seat.

A one-piece seat not older than 5 years is required, in good technical condition, mounted with professional mounting rails.

A FIA approved seat mounted with FIA approved mounting rails is **recommended**.

12. The driver's seat must be permanently mounted, **it is forbidden** to use sliding rails.

13. Any kind of fluid leakage is not allowed.

### 3. SAFETY

1. The car must have an efficient fire extinguisher (min 2kg) permanently fixed in an easily accessible place.

2. The car must be equipped with an efficient, filled and secured for the duration of the competition fire extinguishing system (transition period 2019-2020, required from 2021).

3. The battery must be fixed, the "positive" clamp must be covered.

4. The vehicle is required to have a central power switch, mounted according to Annex "J". (FIA technical regulations) - allowing the power supply to be switched off also from outside the vehicle.

5. During the competition, both the driver's and passenger's window and the "sunroof" must remain closed. It is allowed to open the driver's window if the car is equipped with a fastened, approved protective net and the driver has a full helmet.

6. If the serial door has been changed, a safety cage with a "cross" between the A and B side posts must be fitted.

7. The car must have a six-point safety cage built according to Annex "J". (FIA technical regulations) equipped with a lagging wherever the head/helmet may come into contact with the safety cage.

8. Safety cages with NASCAR door reinforcements are allowed.

9. The car must have a tow hook (or towing eye) in front and back. It must be located in a visible and easily accessible way.

10. During the competition, drivers must use harness safety belts with 4 or more points of approval. The width of the belts on the driver's side must be at least 2 inches.

11. The use of a non-factory mask or trunk hatch requires the use of safety buckles.

12. Any edges of non-factory components, such as spoilers, must be rounded. The Technical Manager or the Panel of Judges may request the removal of external non-working parts if he considers that they may create a hazard.

13. There shall be no loose objects in the car that could cause a hazard to the driver or passenger.

14. It is prohibited to load / change the weight distribution of the car with additional loads not permanently attached to the body.
15. The organizer reserves the right to refuse to use the track to a competitor whose vehicle does not meet safety requirements.
16. only one mechanic reported by the competitor is allowed to stay on the race track. The mechanic must wear the mechanic's suit and have the mechanic's wristband or badge entitling to enter.

#### **4. MARKING**

1. The competitor has the right to choose a fixed start number in the range from 0 to 999 and is obliged to contact the Organizer in order to establish a fixed start number for the season 2021. The availability of the chosen number is determined by the order of applications.
2. If the competitor has not chosen a number, the Organizer will assign the first free start number during the registration process.
3. The competitors are obliged to place on the car the starting number assigned by the Organizer on their own, in a strictly defined place:

#### **Required**

The size of the shorter side of the start number must not be less than 15cm. The position of the start number on the windshield, depending on the driver's preference, is on the left or right side of the windshield. **Recommended**

4. Windscreen sticker must be glued to the windshield from above.
5. the contestants are required to place stickers of the sponsors of the competition in the places specified by the organizer on the body of the car. Stickers must remain there for the entire duration of the competition under the threat of disqualification.
6. The stickers of the competition sponsors will be given to the competitors during registration or during the technical examination.
7. each of the competitors may refrain from affixing stickers of the competition sponsors in exchange for paying a contractual penalty of 1000 PLN in the competition office.

#### **5. REPAIRS**

1. During the competition it is allowed to carry out repairs and modifications that do not violate the Regulations.
2. repairs and modifications must be completed until the competitor is called to the start.
3. if the car fails during one of the scored rides, the competitor is obliged to report it to the Team of Judges. He has 10 minutes from the moment of reporting to remove the breakdown.
4. The competitor may have one substitute car, which must undergo a technical examination before the start of the competition.
5. the competitor and the team of mechanics are authorized to make repairs and modifications.

#### **6. TIRE REPLACEMENT / PRESSURE CHANGE**

1. during the pair runs, each competitor has to drive on one set of tires.
2. If the referee's team decides on overtime, the competitor has the right to change tires before the overtime runs.
3. During the overtime runs, the competitor can not change the air pressure of the tires.
4. The referee's team may allow the change of a tire damaged e.g. due to falling off the track or contact with another competitor's car.

## **7. CHANGE OF CAR / SUBSTITUTE CAR**

1. Each competitor can use only one substitute car during the competition.
2. the substitute car must be reported during the technical examination before the start of the competition.
3. The substitute car must meet the TECHNICAL AND SAFETY CONDITIONS of the PRO / Masters class and pass the technical examination.
4. During the qualifying runs the competitor may replace the car only before the first qualifying run.
5. During the qualifying runs he can replace the car only before the first run of the two qualifying runs or the first pair of runs. It is not allowed to change the car during a given pair, including overtime trips.

## **2. DRIVER'S EQUIPMENT**

- 1 Drivers participating in the competition must have one-piece motorsport suits. (it is forbidden to use paint coveralls, mechanics, etc.)
2. gloves are **required** for motorsport.
3. competitors must wear a helmet.

Helmet with ECE homologation **required**, which must be worn over the head and fastened while the car is on the track.

**Recommended** helmet for motorsport with FIA approval.

**It is forbidden** to use motorcycle, motocross, snowboard, bicycle helmets etc.).

## **3. SERVICE STATION EQUIPMENT**

1. For the duration of the competition, the competitor includes a place in the machine park designated and indicated by the Organizer, intended for the competitor's service station.
2. a deposit of PLN 50 is charged for making the place designated for the service station available. The deposit is collected by the technical manager of the competition. The deposit is returned after the end of the competition and the position is collected by the technical manager.
3. The organizer reserves the right to specify the exact method of setting the service station.
4. Competitor, mechanics and staff are obliged to maintain order in the machine park, with particular emphasis on the service station.

5. It is the responsibility of the participant of the event is to use ecological mats to protect the ground in the areas of vehicle service. The dimensions of the ecological mat must not be less than the length and width of the car. Failure to observe this obligation by the participant of the event is threatened with a fine of 1000 PLN and removal from the competition.
6. If the competitor has a replacement car, it must remain outside the fleet at a place designated by the Organizer until it is used.
7. After the end of the competition, the competitor is obliged to take used tires (unless the vulcanization service accepted them) and leave his service station clean and tidy. Municipal waste should be left in tightly closed garbage bags.
8. In case of leaving tires in the machine park, the Organizer has the right to impose a cleaning penalty of up to 1000 PLN on the competitor.
9. the competitor is responsible for the safety and conduct of the mechanic and team.
10. The service station in the machine park must be equipped with an efficient powder extinguisher with a capacity of min. 4kg, placed in an easily accessible place.

## **§6**

### **PROGRESS OF THE COMPETITION**

#### **1. GENERAL PRINCIPLES**

- 1 The object of the competition is to overcome the route consisting of a sequence of turns in a way that is most highly rated by the Panel of Judges. During the competition speed measurement (speed camera) can be carried out, moreover, all the passes can be recorded with a video camera.
- 2 Drivers participating in the competition park their vehicles in a specially designated parking lot (machine park).
3. each round of the Drift Open series will consist of a training day combined with qualifications and a day of the competition, in which only the competitors qualified on the previous day will take part.
4. In exceptional cases, the organizer reserves the right to:
  - shorten the training session specified in the competition schedule,
  - change the number of competitors qualified for the second day of the competition,
  - completing the qualification on the second day of the competition.
5. On the training day a technical examination of the cars entered for the competition will be conducted. The test will be conducted by persons appointed by the Organizer. Each car that passes the technical examination will receive a BT sticker, without which it will not be allowed to enter the track.
6. no passengers are allowed in the vehicle during training trips, qualifications and competitions.
7. Each vehicle participating in the competition may be driven by one driver only. In the case of a breakdown, with the consent of the Judging Panel, it is allowed to start with a car submitted by another competitor. In case when two competitors taking part in the same car meet in a pair, automatically the competitor who "borrowed" the car from a colleague wins the duel and moves on to the next phase of the competition.

8. The beginning of the competition, the order of passes and changes in the organization of the competition are determined by official announcements.

9. the start signal is given by the start referee. Failure to follow the signals given by the start referee may result in a penalty of 1000 PLN and disqualification of the competitor.

10. The competitor is obliged to strictly obey the flag signals on the track. Failure to obey the flag signals may result in a penalty of up to 1000 PLN and disqualification of the competitor.

## 2. QUALIFICATION

1. a certain number of competitors are allowed to participate in the Drift Open Contest:

- Pro class - 48 competitors

- Masters class - 24 competitors

2. The qualification takes place in two stages: a knockout formula and a qualifying session.

3. The first stage of qualification - **the cup formula**

1. Each competitor has the right to two duels in pairs with a drawn competitor (chasing / knocking).

2. the winner of the two runs is qualified to participate in the Competition.

3. the competitor who has not won his pair takes part in the second stage of qualification.

4. The competitor who has not been assigned a competitor by drawing of lots (due to the odd number of competitors), takes a single qualifying run. The competitor who correctly completed his ride is eligible to participate in the Competition. If the competitor does not show up at the start or makes a zero error during his ride, he takes part in the second stage of qualification.

The second stage of qualification - **the qualification session** - each competitor is entitled to two scoring qualification runs one after another. The judge's marks from the best run determine the order of the places in the qualifying session. The highest-ranking contestants are qualified to participate in the Competition.

If several competitors have the same number of small points, the higher position is taken by the competitor who was the first to complete the registration process for the competition.

Qualifying drives in pairs take place one after another. The competitor is obliged to appear at the start line according to the order of the start list established by the organizer, not later than 2 minutes after the preceding competitor.

The competitors present themselves at the start in groups according to the guidelines set by the Organizer.

During the Qualification stage it is not allowed to change the order of pairs' start.

If the competitor does not appear at the start in the required time, and has not previously reported a car breakdown to the Referee Team (obtaining an extension of the statutory time by 10 minutes for repair), a given qualifying run is considered to have been completed with zero points.

The order of setting up for the rides is determined by the established scheme of the start order resulting from the sequence of drawn pairs.

Qualification results are the winners of the first stage of qualification in order of drawn pairs and the winners of the second stage of qualification in order of best result.

### **COMPETITION (TOP 32 PRO class, TOP 16 Masters class)**

TOP 32, TOP 16, quarter-finals, semi-finals and the final are in pairs (Tsuiso).

Pairs are selected according to the order of places from the qualification results, based on the schemes set out in the graphics below:

The winner of each pair goes on to further games.

Each pair of competitors in the TOP 32 PRO and TOP 16 Masters stage performs one training run, two scoring runs. In further stages pairs make only two scoring runs.

The team of referees decides about the victory in Tsuiso.

In case of a tie, the duel is repeated - the contestants again perform two scoring runs without a training run.

The third consecutive repetition of the duel takes place in the 'Sudden Death' system - the duel is settled immediately after one of the contestants makes a zero error.

The competitors are under an absolute obligation to appear at the start on time.

In the case of a breakdown or other circumstances preventing the competitors from attending the start on time, they are obliged to report this fact to the judges, who will decide whether or not to grant an additional 10 minutes for repair.

Each competitor is obliged to appear on time and participate in all briefings taking place during the competition, both those given in the schedule and those announced in official announcements.

Lack of participation in the briefing results in the competitor's inability to submit protests.

The competitor is obliged to participate in the awarding ceremony.

In case the competitor does not show up during the award ceremony, any prizes and trophies are lost.

## **§7**

### **SCORE AND JUDGEMENT**

#### **1. GENERAL PRINCIPLES OF JUDICIAL EVALUATION**

1. the assessment of the qualifying drives of the competitors is made by the Team of Judges.

The evaluation is final and binding upon its announcement.

The decision may be appealed against by Contestants, submitted in the form of a protest conducted in accordance with the rules set out in §7 point 4.

4 The basic criteria of the assessment made by the Referee Panel are: line of the run, speed, angle of inclination and style of the run.

5. the Panel of Judges determines and presents in detail the criteria for evaluating the passages during the briefings.
6. The decision may be appealed against by the contestants, submitted in the form of a protest carried out in accordance with the rules set out in §7 point 4.
7. Pairs are evaluated in the system of 20 points for each ride to be divided between two competitors and it is allowed to evaluate the ride 0:0 if both competitors make zero errors.
8. qualification runs during the second stage of qualification are evaluated in the system of 0-100 points, the grade of each run is an average of the grades given by members of the Team of Judges.
9. during the qualifying runs in pairs the task of the escaping competitor is to perform the run according to the criteria of the qualifying run, i.e. with the greatest emphasis on the line of the run, speed, angles of inclination and style of the run.
10. in pairs, the task of the runner is to copy the run of the escaping competitor while maintaining the shortest possible distance between the cars and synchronize changes in the angle of the escaping competitor's car (spacers).
11. due to the criterion of distance and pressure during the evaluation of pair driving, the chasing contestant can overcome the scoring sequence of turns with slightly smaller angles of inclination than the escaping contestant.
12. The basic errors for which a competitor receives 0 points (zero errors) are:  
spinning the vehicle around its own axis (so-called "spin"),  
Drift break, wheel alignment and straightening out,  
Driving not in accordance with the requirements of the referees given at the briefing before the competition (e.g. driving outside the designated route, deducting in the assessment zone the elements of the route,  
A hit on the opponent's car, which will change his driving track,  
elements falling off the car, unless the damage was caused by contact with the opponent's car through his fault.
13. If, in the opinion of the Referee Panel, an escaping competitor makes a zero error that prevents or significantly impedes a competitor chasing the car from continuing to drive in accordance with the evaluation criteria, the ride is considered to have been won by the competitor chasing the car at a ratio of 20:0.
14. In the event that, in the opinion of the Referee Panel, the chasing contestant does not attempt to exert pressure and reduce the distance to the escaping contestant's car, or this distance is too great, the run will be deemed to have been won by the escaping contestant at a 20:0 ratio.

## **2. QUALIFICATION AND COMPETITION SCORES**

### **1. QUALIFICATIONS**

#### **First stage (cup formula)**

1. a competitor wins a pair ride and scores 6 points and 0 points for losing.

2. all points scored during the qualification are included in the general classification of the season.

## **2. second stage (qualification session)**

1. Each competitor who has qualified for the competition during the second stage of qualification gains 3 points to the general classification of the season.

2. all points scored during the qualification are included in the general classification of the season.

## **COMPETITION**

0. a competitor wins a pair ride and scores 6 points and 0 points for losing.

1. all points gained during the competition are included in the general classification of the season.

2. The winner of the competition is the competitor who wins the final of the pair competition.

3. The places from 1 to 4 are determined by the results of the final runs.

4. The places from 5 to 8 will be awarded (based on the number of points scored in qualifying) to competitors who have reached the second stage of the competition in pairs and have not passed to further stages,

5. Places from 9 to 16 will be awarded (based on the number of points scored in the qualification) to competitors who have reached the third stage of the pair competition and have not moved on to further stages,

6. Places from 17 to 32 will be awarded (based on the number of points scored in the qualification) to competitors who have entered TOP 32 but have not moved on to the next stage of the pair competition.

## **GENERAL CLASSIFICATION**

A driver is classified in the general Drift Open classification if he has completed at least one elimination.

Points from all rounds are taken into account when determining the final classification.

Absence at the elimination is considered as a zero score.

The winner of the final Drift Open classification is the driver with the highest number of points.

In case of equal number of points in the final classification, the better place is determined by a greater number of higher positions in individual elimination rounds. In case of further equality, the higher position in the last Drift Open elimination is decisive.

## **PROTESTINGS**

Each competitor who took part in the briefing has the right to submit comments on the conduct of the competition in the form of an official protest.

One protest can concern only one competitor/car.

Competitors have 10 minutes from the moment of announcing the result of the protest.

Protest procedure is divided into two stages:

-preliminary assessment of validity

-protest consideration

**Stage one - a preliminary assessment of the validity of the protest.**

0. The competitor personally communicates his willingness to submit a protest to the Starting Party.

1. the Referee Panel gives its preliminary opinion on the legitimacy of the protest.

2. if the opinion is positive, the protest is accepted for consideration.

3. In case of a negative opinion, the protest is rejected, the procedure is terminated and no appeal is possible.

4. The decision is passed on to the Starting Competitor.

**Stage 2 - consideration of the protest.**

0. In case of accepting the protest, the process of its consideration takes place.

1. the competitor filing a protest has the right to submit a personal explanation to the Refereeing Team.

2. only the competitor lodging the protest, together with a legal guardian in case the competitor is a minor, is allowed to enter the Referee's Tower. Attendance at the judges' tower or attempts by outsiders such as fans, team members or families to influence the Refereeing Tower will result in the automatic rejection of the protest.

3. After the contestant leaves the judges' tower and the Refereeing Team proceeds to investigate and consider the protest.

4. The Judging Panel passes the decision on to the contestant directly or through the Starting Team.

The decision of the Panel of Judges is not appealable.

**§8**

**PERMISSIONS, LIABILITY, RIGHT OF IMAGE**

1, The organizer must obtain the appropriate permission from the relevant local administrative body to organize the competition on the public road.

2. in addition to the permission, the organizer must have written permission from the owner of the area where the competition takes place, if the area is not under the control of the organizer.

3. The organizer is responsible for the civil liability insurance for the entire duration of the event.

4. Each participant takes part in the competition at their own risk. The organizer will not bear any responsibility for injury or damage to property to competitors, drivers, helpers and third parties. Each competitor will be solely responsible for his or her insurance and must have NW insurance (AC with sports risk is recommended).

5. By signing the entry form, each competitor waives all rights to compensation for accidents that may occur to competitors or their assistants and mechanics during training and competition or during the ride from the parking place to the track and back. The waiver applies to the Nitro organizer, various official persons and other competitors or their helpers and mechanics.

6. By signing the application for the competition each competitor agrees to record and use their image and likenesses and to include them in all information and promotional materials (including print publications and the Internet). He also declares that he agrees to use his image and likenesses in the following fields of exploitation:

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-Recording in all techniques/systems/types of recording on all magnetic, digital, photo-sensitive, printing media, etc. and transcribing recordings to another technique/system/type of recording, including recording media

-magnetic, digital, photosensitive media in unlimited number of media,

-production of copies of images and likenesses by any technique, including in particular printing, reprography, magnetic recording and digital technology,

-multiplying records in an unlimited number of copies on any media, by any techniques, including magnetic, photosensitive, printing, reprographic, digital recording,

-marketing,

-entering into computer memory, computer and/or multimedia network, into databases,

-making available to the public in such a way that everyone can have access to images and likenesses and objects of related rights in a place and at a time of their choice (e.g. making available on the Internet, e.g. within the framework of any websites and any paid or free services, in particular video on demand, pay-per-view, available m. The services are available in downloading, streaming, IPTV, ADSL, DSL and any other technology), as well as in any telecommunication services with the use of any systems and devices (e.g. desktop and/or cell phones, desktop and/or portable computers, as well as transmissions using any available technologies, e.g. GSM, UMTS etc.), using telecommunications data transmission networks),

-exchange of media on which images and likenesses have been recorded and entering records of images and likenesses into the memory of computers and computer network servers, including those generally available such as the Internet, and making their records (files) available to users (using) of such networks worldwide, including through telecommunications networks at a place and time selected by them in this VOD system, sharing through websites and Internet portals, P2P and other file sharing and/or exchange protocols,

-Repeated transmission by means of wired and wireless vision and audio, including stereo, terrestrial stations and satellite, including so-called "digital platforms" all over the world, for the recipients of all television reception systems (including broadcasting on the Internet in all formulas - "on demand", "pay per view", freely accessible to Internet users, etc., dissemination in closed facilities, ships, planes, etc.),

-analogue and digital re-broadcasting of video and/or audio (coded or uncoded, paid or free of charge, in any system, format or technology), inter alia, through digital platforms, cable networks, telecommunications connections, mobile TV, IPTV, DSL, ADSL, any computer networks (including the Internet), etc,

-marketing of media with image and likeness recording (of any kind, including VCD, DVD, video cassette, digital files, etc.) and its fragments in an unlimited number

- copies, allowing on an exclusive basis for broadcasting, including distribution in cable networks and digital platforms, as well as in telecommunication networks and in networks generally accessible such as the Internet,
- entering into computer memory, multimedia network and telephone network,
- publication and distribution in all editions, regardless of form, standard or format, with no restrictions on the number of editions, editions and ex. with description and use for press matrices and in Polish or other language versions; this also includes the right to partial or complete reprinting (before and after production), including on photocopies, microcopies and micro reproductions, and the right to reproduce in other ways,
- use in multimedia works,
- use on websites,
- sharing in video-on-demand and pay-per-view technology, use on mobile devices, cell phone networks, Internet networks, press publications and as part of promotional, advertising or marketing activities and materials,
- making the image and likenesses available to the public in such a way that everyone can have access to it in a place and time of their choice,
- development, arrangement, adaptation, change of layout or any other changes in the computer record, with the right to multiply the results of these changes, while maintaining the rights of the person who made them,
- dissemination by third parties in a public or non-public manner,
- use of the image and likeness for promotional purposes and advertising DRIFT OPEN and other entities, if the Organizer considers it appropriate,
- commercial use of image and likenesses within the Internet,
- using the image and likenesses in other works/works and on the occasion of any actions of the Ordering Party or entities indicated by it,
- public display and playback.

## **§9**

### **PENALTIES**

1. In case of violation of the rules of these regulations, rules directly applicable at the competition or creating a threat to other participants, the Organizer has the right to impose the following regulatory penalties on the competitor:

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- reminder,
- a fine in the amount determined individually by the Organizer, not higher than 5000 PLN,
- disqualification and collection of points obtained in a given round.

2. The financial penalties will be transferred in the form of a donation to the bank account of the Orphanage selected by the Organizer.

## §10

### FINAL PROVISIONS

1. The organizer is not responsible for items left unattended or lost, which will be destroyed or seized by third parties. The organizer and the competition management do not take responsibility for damages and losses caused by participants (spectators, competitors) to third parties and their property during the competition. The organizer has the right to demand compensation of damages from the person who did it.
2. The Organizer reserves the right to interpret these Regulations.
3. The Organizer reserves the right to conduct show runs, which will not be included in the classification of the competition.
4. The detailed schedule of each elimination will be announced on the website: [www.driftoopen.com](http://www.driftoopen.com).
5. After crossing the entrance gate, the participant is obliged to comply with the provisions of relevant regulations, instructions and instructions issued by the organizer, security services and persons authorized by the organizer. The driver is obliged not to consume alcohol and other prohibited by law 48 hours before and during the competition.
6. The participant is obliged to observe safety rules and limit the speed to 15 km/h on the event area. The organizer reserves the right to remove persons posing a threat to the safety of event participants from the event area.
7. The spectators are required to leave their cars in the parking lot and move on foot only in places designated for the public.
8. Competitors moving vehicles outside the designated track on which the competition takes place are required to take special care and give way to pedestrians.
9. Competitors compete in the competition on their own responsibility with full awareness of the risk of loss of health or life. The organizer, authorities and management of the competition are not responsible for damage caused by competitors to third parties, as well as do not take responsibility for the consequences of accidents for the competitors themselves or their property.