

REGULATIONS
DRIFT OPEN 2023
PRO & Masters



§1
GENERAL REGULATIONS

1. Drift Open Regulations (hereinafter referred to as the Regulations) - this document setting out the rules of competition and participation in the Drift Open drifting competition.
2. Drift Open Supplementary Regulations - an optional appendix to this document defining additional technical requirements and rules of competition and participation in a selected round of the Drift Open competition.
3. Drift Open competitions are the property of Nitro Łukasz Baranowski company, hereinafter referred to as Nitro.
4. Drift Open competitions organized by Nitro shall be in accordance with the provisions of these regulations.
5. Nitro reserves the right to make changes to the Regulations no later than 7 days before the date of the next round of the competition.
6. By the fact of participation in the competition, the competitor accepts the content of these Rules and Regulations and waives the right to assert any claims against Nitro in court.
7. Nitro has the right to give the series of competitions, or each of the rounds separately, an additional name resulting, for example, from sponsorship agreements.

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ORGANIZACJA ZAWODÓW

1. The organizer of the Drift Open is the company Nitro Łukasz Baranowski.
2. The organizer has the right to delegate the organization of individual rounds to other entities.
3. The management of the competition shall be persons designated by Nitro, namely:
 - the competition director
 - technical manager
 - starting judge
 - a team of Judges appointed by the International Drift Federation,
 - flag judges (if appointed by the Judging Team),
 - Scoring and rules manager.
 - other persons designated by the organizer.
4. Official documents of the competition:
 - Permit to organize the competition (if required) and liability insurance of the organizer,
 - Competition Regulations (available at the competition office),
 - Supplementary Regulations of the Competition (available at the competition office),
 - List of competitors' entries,
 - Results of scoring runs
 - Results of the final rides.
5. In the 2023 season, the Drift Open Series Competition will be held in three classifications:
 - the Drift Open PRO AM class (see regulations for the PRO AM class).
 - Drift Open PRO class

■ Drift Open Masters class

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

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LICENSES

1. It is not required to have a drifting license to participate in the competition.
2. During the Drift Open rounds, competitors may obtain an International Drift Federation drift competitor's license.

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APPLICATION FOR THE COMPETITION

1. Drivers who make an application to take part in a round of the competition through the on line system www.rejestracja.driftoopen.com and if required pay the entry fee to the indicated bank account and within the time limit specified by the organizer,
2. The amount of the entry fee shall be determined by the organizer.
3. In the event of resignation from participation in the competition or non-admission of the registered competitor to the start, the fee shall not be refunded.
4. Competitors registered for the competition must take into account the possibility of exclusion from training and competition at any time during the competition if, in the opinion of the Organizer or the Panel of Judges, they pose a danger to themselves or other participants. The amount of the entry fee will then not be refunded.
5. The organizer reserves the right to limit the number of competitors depending on the size of the facility where the competition will be held.
6. In the case of competitions held on city streets, the organizer reserves the right to verify the entries of competitors.

§5

TECHNICAL AND SAFETY CONDITIONS

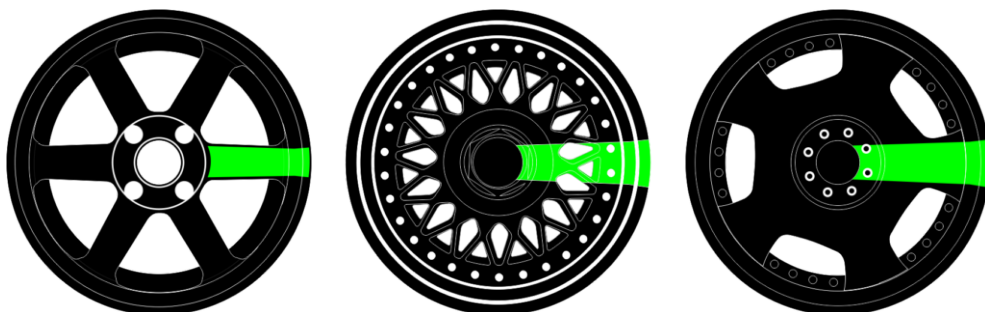
1. CAR

1. GENERAL RULES

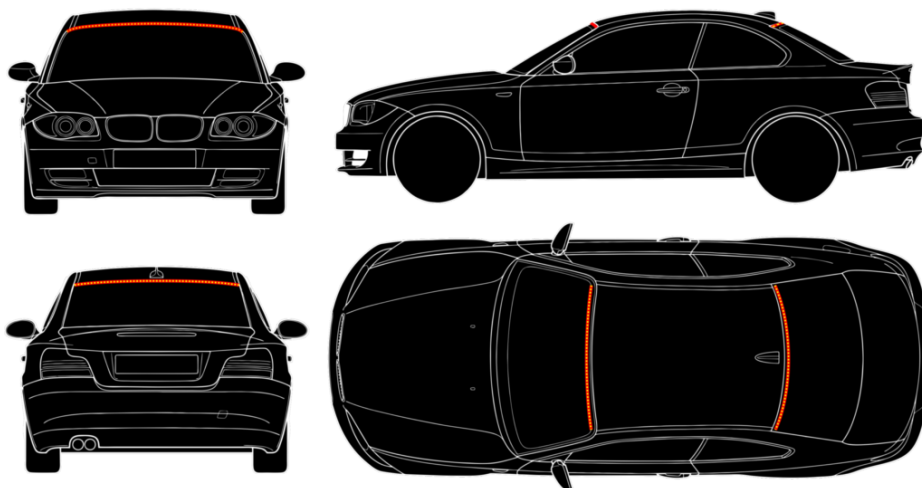
1. Only rear-wheel drive (RWD) is allowed.
2. The car should maintain as much as possible the serial line of the body, and all body parts replaced to reduce weight or installed to improve aerodynamics must be professionally installed and permanently attached to the car.
3. Wheels (top part) must not protrude beyond the outline of the body / wheel arches. Wheel arch extensions are permitted.
4. The car must be clean and the body must be free of visible damage. Stylized repairs (such as JDM stitching) are allowed, provided that the parts have been securely joined, and traces of repair do not significantly affect the overall appearance of the car.
5. Open-bodied cars must have the roof closed during the competition.
6. Vehicles competing during practice and competition must have all body parts in place.
7. The Judging Panel may decide to allow a vehicle without a hood for practice and competition due to weather conditions.
8. All fluid reservoirs, hoses and moving/spinning parts installed in the car must be covered and protected.

2. MODIFICATIONS

1. The volume level of the exhaust system shall not exceed 96dB at 3/4 of the maximum engine speed.
2. Tire size need not match the size of the factory tires. The use of retreaded tires with European Union approval is permitted.
3. The use of slick tires is prohibited. The restriction applies only to the rear axle and applies during scoring runs.
4. Maximum permissible tire size during scoring runs:
 - Masters class - R18 285
 - PRO class - R18 265
 - Organizer reserves the right to change the range of allowed tires during selected rounds of the competition (Drift Open Supplementary Regulations).
5. In case of violation of the rules of regulations regarding the allowed tires, the organizer imposes on the competitor a fine of 2000 PLN, disqualification and the possibility of removal from the competition.
6. During scoring runs, additional marking is required in the form of a contrasting marking of the rim arm or a slice of its surface of both rims of the car mounted on the rear axle (both axles recommended).



7. The car must have operable red stop lights:
 - two rear lamps (left and right)
 - an additional front and rear STOP light in the form of an LED strip mounted on the upper edge of the windshield and its full length.



8. The car must have operational orange emergency lights:
 - required - two rear lamps (left and right) and two front lamps (left and right).
9. If the competitor abandons the use of headlights, he must install in their place plugs in such a way as not to leave exposed sharp edges that may pose a safety hazard.

10. For selected rounds, the organizer may prescribe working headlights and taillights (Drift Open Supplementary Regulations). LED headlights and lightbars are allowed. Flashlights, led lights, etc. are not allowed.

A working one-piece seat not older than 5 years is **required**, mounted with professional mounting rails.

An FIA-approved seat mounted with FIA-approved mounting rails is **recommended**.

11. The car must have a bucket driver's seat.
12. The driver's seat must be permanently mounted, sliding rails are prohibited.
13. Any type of fluid leakage is not allowed.

3. **SAFETY**

1. The car must have a working fire extinguisher (min 2kg) permanently fixed in an easily accessible place.
2. The car must be equipped with an operable, filled and unlocked fire extinguishing system for the duration of the competition.
3. The battery must be permanently fixed, the "positive" clamp shielded.
4. It is required that the vehicle has a central power switch, mounted according to Appendix "J" (FIA technical regulations) - allowing to turn off the power supply also from outside the vehicle.
5. During the competition, both the driver's and passenger's windows, as well as the "sunroof" must remain closed. It is permissible to open driver's window, if the car is equipped with a fastened, approved window protection net and the driver has a full helmet with glass.
6. If the serial doors have been changed, then a safety cage with a "cross" between the A and B side pillars must be installed.
7. The car must have a six-point safety cage built according to Annex "J" (FIA Technical Regulations) equipped with lagging everywhere where the head/helmet may come into contact with the safety cage.
8. Safety cages with NASCAR-type door reinforcements are permitted.
9. The car must have a tow hook (or towing eye) at the front and rear. It must be located in a visible and easily accessible manner.
10. During the competition, drivers must use harness seat belts of 4 or more points with an approval of the approval. The width of the belts on the driver's side must be a minimum of 2 inches.
11. The use of a non-factory hood or tailgate requires the use of safety fasteners.
12. Any edges of non-factory components, such as spoilers, must be rounded. The Technical Manager or Judging Panel may require the removal of external non-factory components if they feel they may create a hazard.
13. There shall be no loose objects in the car that could cause danger to the driver or passenger.
14. It is forbidden to add weight / change the weight distribution of the car not permanently attached to the body.
15. The organizer reserves the right to refuse the use of the track to the competitor whose vehicle does not meet the safety requirements.
16. Only one mechanic notified by the competitor is allowed on the competition track / start area. The mechanic must be dressed in a mechanic's suit and have a mechanic's armband or badge authorizing entry.

4. **MARKING**

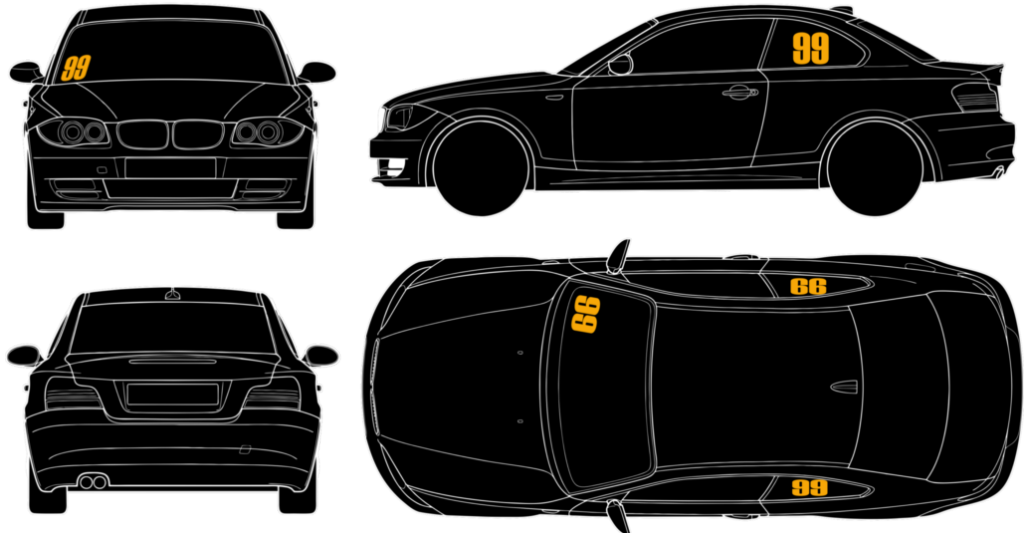
1. The competitor has the right to choose a permanent starting number from 0 to 999 and is required to contact the Organizer to determine the permanent starting number for the 2023 season. The availability of the chosen number is determined by the order of registration.
2. If a competitor has not selected a number, the Organizer will assign the first available starting number during the registration process.
3. Competitors are required to place the starting number assigned by the Organizer on the car, on their own, in a well-defined place. Lack of a properly affixed starting number will result in non-admission to the competition, and in the case of the absence

of a starting number during the duels (peeling off, tearing off, etc.) will result in a zero score for the completed ride.

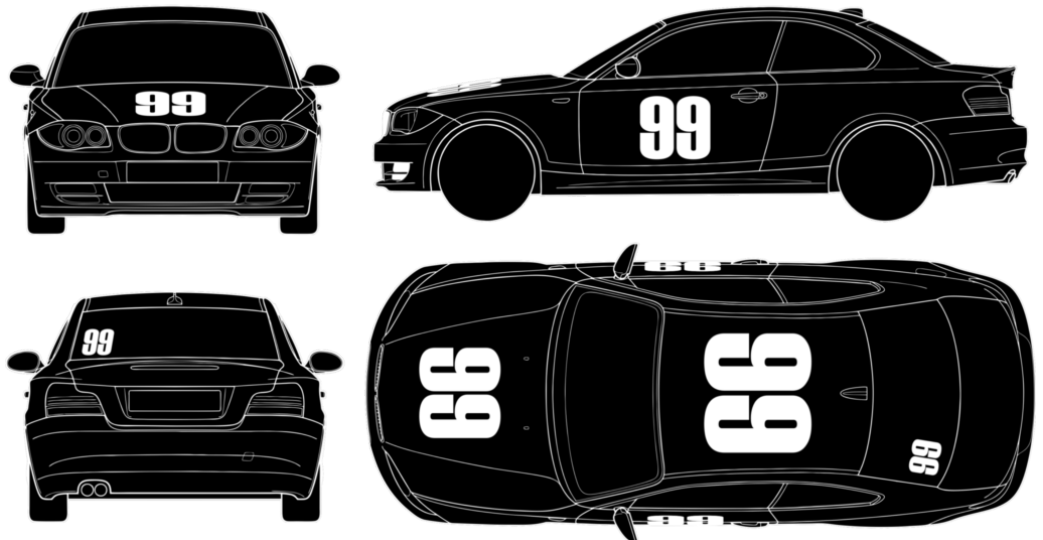
Required

The dimension of the shorter side of the starting number must not be less than 15cm. Location of the starting number on the windshield depending on the driver's preference extremely on the left or right side of the windshield.

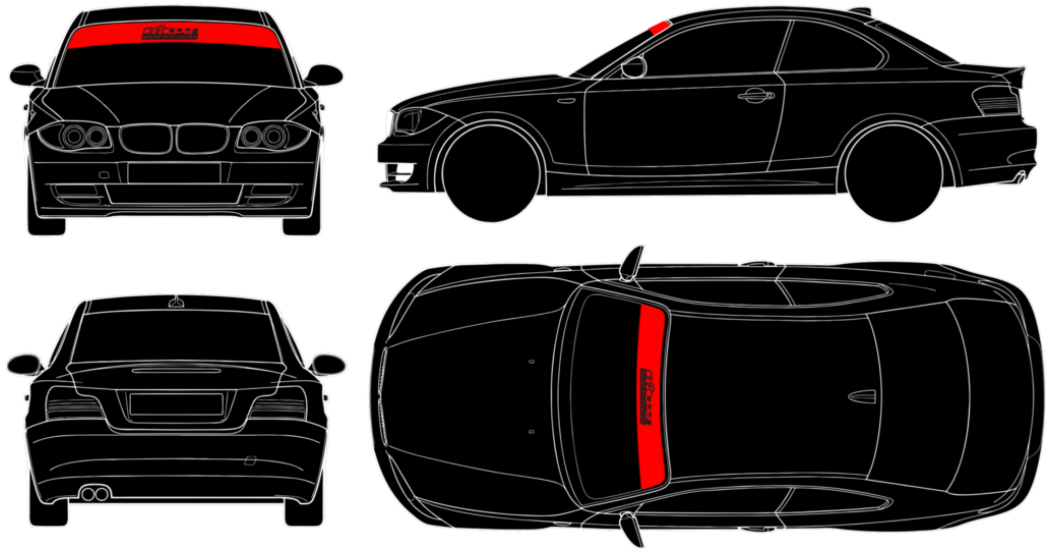
With the consent of the Organizer, it is allowed to use a smaller starting number than required, if this is due to the design of the vehicle.



Recommended



4. Blend must be pasted from the top on the windshield.



5. competitors are required to place the stickers of the sponsors of the competition in the places specified by the organizer on the body of the car. The stickers must remain there for the entire duration of the competition under pain of disqualification.
 6. The stickers of the sponsors of the competition will be affixed to the competitors during the technical examination.
 7. Each competitor may waive the stickers of the competition sponsors in exchange for payment of a contractual penalty of 2000 PLN at the competition office.
5. **NAPRAWY**
 1. During the event it is allowed to carry out repairs and modifications which do not violate the Rules and Regulations.
 2. If a car breaks down during one of the scoring runs, the competitor is obliged to report this fact to the starting judge.
 3. During the scoring runs, the competitor is allowed up to 10 minutes for repairs, up to a maximum of two times during the competition day. Two 10-minute repair periods may not be used during one scoring run.
 4. Tires may not be changed during the repair time.
 5. The repair time is counted from the time of entry to his service area until the time of reporting readiness to the technical manager.
 6. A competitor may have one replacement car, which must pass a technical examination before the start of the competition.
 7. The competitor and the team of mechanics are authorized to make repairs and modifications.
 8. In case of collision or damage, the starting judge or technical judge shall visually inspect the body and tires before the start of the run.
 6. **TIRE CHANGES / PRESSURE CHANGES**
 1. Each two-run scored competitor must ride on one set of tires.
 2. If the panel of judges decides on overtime then before the overtime runs the competitor has the right to change tires.
 3. During the scored two-runs in pairs, the competitor may not change the air pressure in the tires.
 4. During the scored single two-runs, the competitor may change the air pressure in the tires.
 5. The panel of judges may allow the change of tires, rims and air pressure adjustment only if the damage occurred during the run (due to contact with another competitor, curb or by falling off the course).
 6. If a competitor fails to complete a scoring run due to damage or falling of the tire from the rim (without contact, due to insufficient air pressure, poor condition of the tire or rim, etc.) The competitor shall receive a zero grade for his/her run.
 7. **CHANGE OF CAR / SUBSTITUTE CAR**

1. Each competitor may use only one substitute car during the competition.
 2. The substitute car must be prepared for driving and meet the technical and safety conditions of the PRO / Masters class and pass a technical examination before the start of the competition.
 3. During the qualifying runs, he may swap cars only before the first run of the qualifying double or the first run in a pair.
 4. It is not allowed to change the car during the duel in a pair (including overtime runs). The exception is when the car is damaged due to the fault of the opponent, as determined by the Panel of Judges. In this case, the injured party may choose to use a replacement car or use the statutory 10 minutes for repair, the decision is immediately forwarded to the starting judge.
2. **WYPOSAŻENIE KIEROWCY**
1. Competitors participating in the competition must have one-piece suits for motorsport.
 2. **Required** use of motorsport gloves.
 3. **Required** use of HANS or Hybrid system.
 4. Competitors must wear a helmet.
Required ECE approved helmet that must be worn on the head and fastened as long as the car is on the track.
Recommended FIA-approved motorsport helmet.
Motorcycle helmets, motocross helmets, snowboard helmets, bicycle helmets, etc.) are **prohibited**.
 5. Competitors must use footwear for motorsport.
3. **SERVICE STAND EQUIPMENT**
1. The competitor shall, for the duration of the competition, occupy a designated and indicated by the Organizer place in the machine park, intended for the Competitor's service stand.
 2. For the provision of space for the service stand, a deposit of PLN 50 is charged. The deposit is collected by the technical manager. The refund shall be made after the end of the competition and acceptance of the position by the technical manager.
 3. The organizer reserves the right to strictly determine the setting of the service stand.
 4. The competitor, mechanics and staff are obliged to maintain order in the machinery park, with particular attention to the service stand.
 5. It is the responsibility of the participant of the event to use ecological mats to protect the ground in the vehicle service areas. The dimensions of the ecological mat must be no smaller than the length and width of the car. Failure to comply with this obligation by the competitor will result in a penalty of 2000 PLN and the possibility of removal from the competition.
 6. If the competitor has a replacement car, it must remain outside the machine park in the place designated by the Organizer until use.
 7. After the competition, the competitor is obliged to take the used tires (unless the vulcanization service accepted them) and leave his service station clean and tidy. Municipal waste should be left in tightly sealed bags provided by the organizer in the place designated by the technical manager.
 8. In case of leaving tires in the machine park, the Organizer will impose on the competitor a fine of up to PLN 2000.
 9. The competitor is responsible for the safety and conduct of the mechanic and the team.
 10. The service stand in the machine park must be equipped with a working powder extinguisher with a capacity of min. 4kg, placed in an easily accessible place.

§6

COURSE OF THE COMPETITION

1. GENERAL RULES

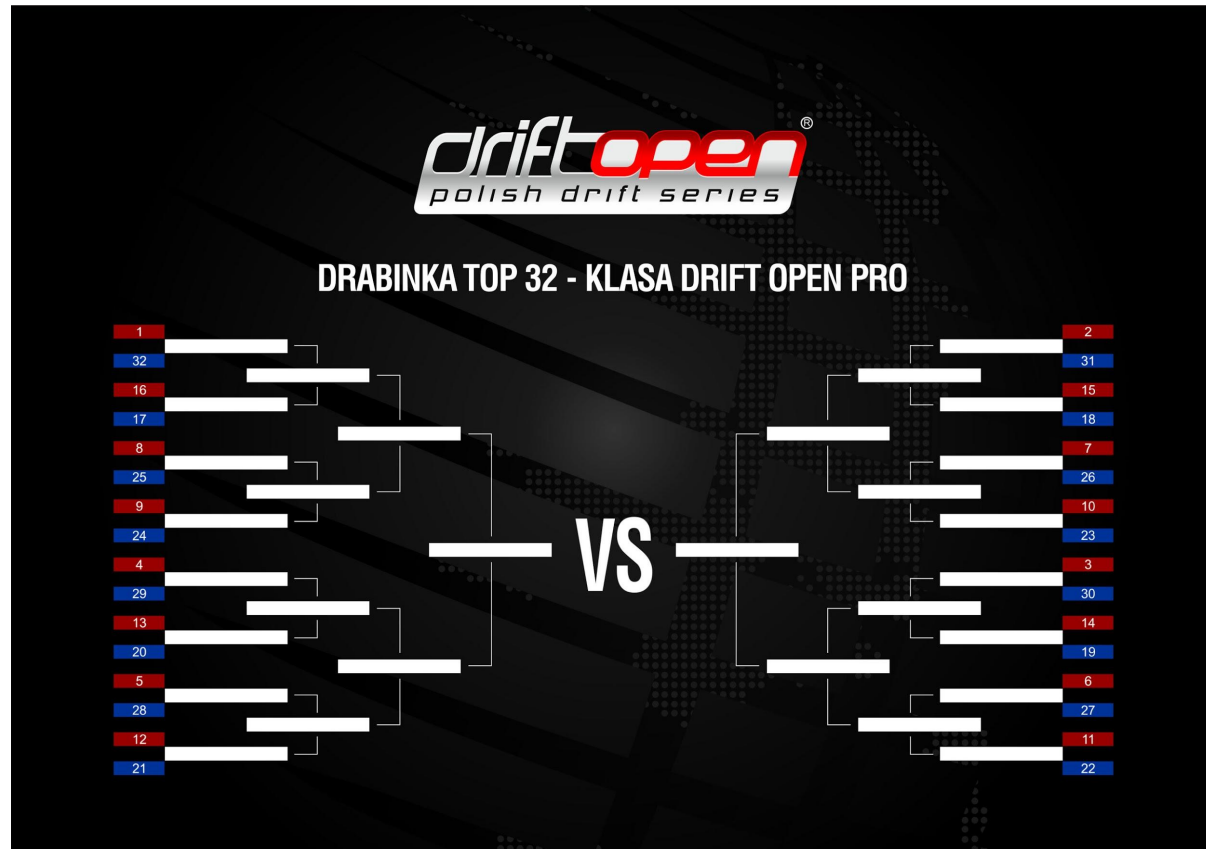
1. The object of the competition is to overcome the course consisting of a designated sequence of turns in the manner most highly rated by the Panel of Judges. During the competition, speed measurement (photo radar) may be carried out, in addition, all runs may be recorded with a video camera.
2. Drivers participating in the competition shall park their vehicles in a specially designated parking lot (machine park).

3. Each round of the Drift Open series will consist of a practice day combined with qualifying and the day of the competition, in which only competitors qualified on the previous day will participate.
4. In exceptional situations, the organizer reserves the right to:
 1. Shorten the training session specified in the competition schedule,
 2. Change the number of competitors qualified for the second day of competition,
 3. To complete the qualification on the second day of the competition.
5. On the practice day, a technical examination of cars entered in the competition will be carried out. The examination 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 shall be allowed in the vehicle during practice runs, qualification and competition.
7. Each vehicle participating in the competition may be driven by only one driver. In case of an emergency, with the approval of the Judging Panel, it is allowed to start with a car entered by another competitor. In the event that two competitors starting with the same car meet in a pair, automatically the competitor who "borrowed" the car of his colleague wins the duel and proceeds to the next phase of the competition.
8. The start of the competition, the order of the runs and changes in the organization of the competition are determined by official announcements.
9. The signal to start is given by the Start Judge. Failure to comply with the signals given by the Start Referee shall result in the possibility of a fine in the amount of PLN 2000 and the possibility of disqualification of the competitor.
10. The competitor is obliged to strictly obey the flag signals on the track. Failure to comply with the signals issued by the flagman will result in a fine of 2000 PLN and possible disqualification of the competitor.

2. QUALIFICATION

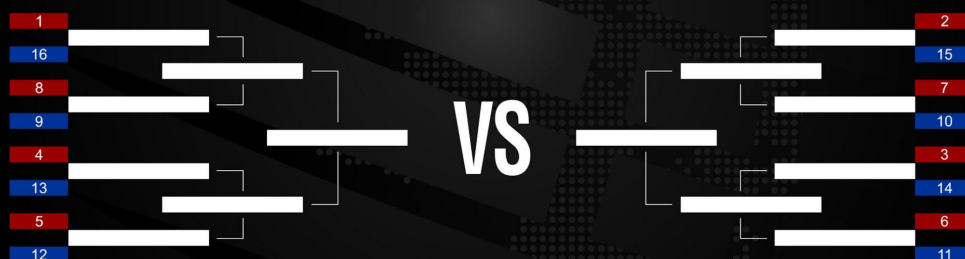
1. The following number of competitors is allowed to participate in the Drift Open:
 - Pro class - 48 competitors
 - Masters class - 24 competitors
2. Qualification shall be held in two stages: knockout formula and qualifying session.
3. The first stage of qualification - **cup formula**
 1. Each competitor is entitled to two duels in pairs with a drawn competitor (chasing/fleeing).
 2. The winner of the two-round duel is qualified to participate in the competition and receives a rating for his lead run.
 3. The competitor who did not win his pair takes part in the second stage of qualification.
 4. The competitor who was not assigned a competitor by lot (due to an odd number of starters), has a single qualifying run, which is evaluated as a lead. The competitor who correctly completed his ride qualifies to participate in the Competition. If a competitor does not appear at the start or makes a zero error during his ride, he takes part in the second stage of qualification.
 5. After the first duel in the two-run, the competitors are required to appear at the start within 2 minutes after the end of the run.
 6. If the car has broken down or for other reasons can not appear on the starting line, the second competitor must make a single scoring run to advance to the competition.
4. The second stage of qualification - **qualifying session** - each competitor is entitled to two scoring qualifying runs. Judges' marks from the best run determine the order of places in the qualifying session. The highest-scoring competitors are qualified to participate in the Competition.
In the event that several competitors have the same number of small points, the higher place is occupied by the competitor who first completed the registration process for the competition.
5. Competitors shall appear at the starting line in groups in accordance with the guidelines by the Organizer.
6. At the Qualification stage, it is not allowed to change the starting order of pairs.
7. If the car breaks down or for other reasons can not appear at the starting line, the second competitor must make a single scoring run, rated at a grade other than 0 to advance to the competition.

8. If a competitor fails to appear at the starting line in the required time, the qualifying run is considered to have been completed with zero points.
 9. The order of setting up for the runs shall be determined by the established scheme of starting order resulting from the order of drawn pairs.
 10. The qualification results shall be the winners of the first qualification stage in order of the best score of the lead run and the winners of the second qualification stage in order of the best score.
3. **COMPETITION** (TOP 32 PRO class, TOP 16 Masters class)
1. TOP 32, TOP 16, quarterfinals, semifinals and final shall be held in pairs (Tsuiso).
 2. Selection of pairs shall be made according to the order of places from the qualification results, based on the schemes specified in the following graphics:





DRABINKA TOP 16 - KLASA DRIFT OPEN MASTERS



3. The competitor placed higher in the ladder starts as a runaway.
4. The winner of each pair moves on to the next competition.
5. If the car has broken down or for other reasons cannot appear at the starting line, the other competitor must make a Bye Run - an unrated run without drift, which is intended to prove that the competitor and his car are ready to compete.
6. Each pair of competitors in the TOP 32 stage of the PRO class and TOP 16 Masters class performs one practice run two scored runs. Practice runs are performed one at a time, without fighting in pairs.
7. At further stages, pairs shall perform only two scoring runs each.
8. In exceptional weather conditions, the Panel of Judges may change the rules of training runs.
9. The winner of the Tsuiso shall be decided by the Judging Panel.
10. In the event of a tie, the duel is repeated - the competitors again perform two scoring runs without a practice run.
11. The third consecutive repetition of the duel is held in the 'Sudden Death' system - the duel is decided immediately when any of the competitors makes a zero error.
12. Competitors are absolutely required to be on time to the start.
13. After the first duel in a two-run, the competitors are required to appear at the start within 2 minutes after the end of the run.
14. In the event of a breakdown or other circumstances that prevent a competitor from appearing at the start at the appointed time, the competitor is obliged to report this fact to the start judge, who will decide whether or not to grant an additional 10 minutes for repair.
15. Each competitor is obliged to be on time and participate in all briefings held during the competition, both those given in the schedule and those announced in official announcements.
16. The competitor is obliged to attend the awards ceremony.
17. In the event that a competitor fails to appear at the awards ceremony, any prizes and trophies shall be forfeited.

§7

SCORE AND JUDGMENT

1. GENERAL RULES OF JUDGING

1. The evaluation of the qualifying rides of the competitors shall be carried out by the Panel of Judges. The evaluation is final and binding upon its announcement.
2. The basic criteria for evaluation by the Panel of Judges are the line of passage, speed, angle of lean and style of passage.
3. The Panel of Judges shall determine and detail the criteria for judging and scoring rides during mandatory briefings.
4. Judges distribute points under the "lead to lead, chase to chase" system or under the classic system if specified in the Supplementary Regulations of the competition.
5. In pair runs, the task of the escaping competitor is to perform the run in accordance with the criteria of the qualifying run, i.e. with the greatest emphasis on the line of the run, filling the zones, speed, camber angles and driving style.
6. In pair runs, the task of the chasing competitor is to copy the line of the fleeing competitor with a similar angle, the smallest possible distance between the cars and synchronization of changes in the angle of the car of the fleeing competitor (spacers).
7. The basic errors for which the competitor receives 0 points (zero errors) are:
 1. turning the vehicle around its axis (so-called "spin"),
 2. breaking the drift, straightening the wheels and driving straight,
 3. driving not in accordance with the requirements of the judges provided at the briefing before the competition (e.g. going outside the designated route, hitting in the judging zone the elements marking the route,
 4. hitting an opponent's car, which will cause a change in its track,
 5. falling off elements from the car, unless the damage was caused by contact with the opponent's car through the opponent's fault....
8. Incorrect ride - Unchaseable lead .We recognize such a ride by the lead driver that does not give the chasing driver a fair chance to fulfill his obligations. Note that a ride may be considered an unchaseable lead during pairs and solo rides, during qualification and competition. An unchaseable lead is always negative for the lead driver but the degree to which judges apply judges' penalties may be dictated by actions that affect the chase driver.

2. QUALIFICATION AND COMPETITION SCORING

1. QUALIFICATION

1. The first stage (cup formula)

1. A competitor earns 6 points for winning a drive in pairs and 0 points for losing.
2. All points earned during qualification shall be counted in the season's general classification.

2. Second stage (qualifying session)

1. Any competitor who qualified for the Event during the second stage of qualification shall score 3 points for the season's overall classification.
2. All points scored during qualification shall be counted towards the season's general classification.

2. THE COMPETITION

1. A competitor for winning a ride in pairs scores 6 points and 0 points for losing.
2. All points earned during the Competition shall be counted towards the season's overall classification.
3. The winner of the competition is the Rider who wins the final of the pairs competition.
4. Places from 1 to 4 shall be determined on the basis of the results of the final runs.
5. Places from 5 to 8 will be awarded (on the basis of the number of points scored in qualification) to Competitors who reached the second stage of the pairs competition and did not advance to further stages,
6. Places from 9 to 16 will be awarded (based on the number of points earned in qualification) to competitors who reached the third stage of the pairs competition and did not advance to further stages,
7. Places from 17 to 32 in the Pro classification will be awarded (based on the number of points earned in qualifying) to competitors who reached the TOP 32 but did not advance to the next stage of the pairs competition.

8. The first three competitors in each round receive additional points for the overall classification:

1st place - 10 points

2nd place - 6 points

3rd place - 2 points

3. **GENERAL CLASSIFICATION**

1. A driver is classified in the general classification Drift Open if he has completed a minimum of one elimination.
2. In determining the final classification, points from all rounds are taken into account.
3. Absence at an elimination is considered as a zero score.
4. The winner of the final classification of the Drift Open is the driver who obtains the highest number of points.
5. In the case of an equal number of points in the final classification, the better place is determined by the greater number of higher positions in the individual eliminations (rounds). In the case of further equality, the higher place on the last elimination (round) of the Drift Open is decisive.

§8

PERMISSIONS, LIABILITY, IMAGE RIGHTS

1. For the organization of competitions on a public road - the organizer must obtain the appropriate permission from the competent local administrative body.
2. In addition to the permit, the organizer must have written permission from the owner of the area where the competition takes place, if the area is not in the possession of the organizer.
3. The organizer is responsible for liability insurance for the entire duration of the competition.
4. Each participant takes part in the competition at his own risk. The organizer will not assume any responsibility for injury or property damage to competitors, drivers, helpers and third parties. Each competitor will be solely responsible for his insurance and must have NW insurance (AC with sports risk is recommended).
5. By signing the entry form for the competition, each competitor waives all rights to compensation that may arise in connection with accidents that may happen to the competitors or their helpers and mechanics during practice and competition or while driving from the parking area to the course and back. The waiver applies to the Nitro of the organizer, various official persons and other competitors or their helpers and mechanics.
6. By signing the competition entry form, each competitor agrees to the recording and exploitation of his/her image and likenesses and their inclusion in all information and promotional materials (including print publications and the Internet). He also declares that he agrees to the use of his image and likenesses in the following fields of exploitation:
 - fixation in any technique/system/type of recording on any magnetic recording media, digital recording media, photosensitive media, printing media, etc. and transcription of record fixations to any other technique/system/type of recording/media, including magnetic recording media, digital recording media, photosensitive media in an unlimited number of media,
 - production by any technique of copies of images and likenesses, including, in particular, by printing, reprography, magnetic recording and digital technique,
 - reproduction of records in an unlimited number of copies on any media, by any technique, including magnetic, photosensitive, printing, reprographic, digital recording techniques,
 - marketing,
 - introduction 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 the images and likenesses and objects of related rights at a place and time of their own choosing (e.g. making available on the Internet, e.g. as part of any websites and any paid or unpaid services, in particular video on demand, pay-per-view, available e.g. in

the including but not limited to downloading, streaming, IPTV, ADSL, DSL and any other technology), as well as within any telecommunication services using any systems and devices (including but not limited to fixed and/or cell phones, fixed and/or mobile computers, as well as transmissions using any available technology e.g. GSM, UMTS, etc..., via telecommunications data networks),

- exchange of media on which images and likenesses have been fixed, as well as the introduction of records of images and likenesses into the memory of computers and servers of computer networks, including generally available in the type of Internet and making their records (files) available to users (using) such networks worldwide including through telecommunication networks at the place and time selected by them including VOD system, sharing through websites and Internet portals, P2P and other file sharing and/or exchange protocols,
- multiple broadcasting by means of wired and wireless vision and sound, including stereo, by terrestrial stations and via satellite, including within the framework of the so-called "digital platforms" around the world, for recipients of all television reception systems (including broadcasting on the Internet network in all formulas - "on demand", "pay per view", freely available to Internet users, etc., dissemination in closed facilities, ships, aircraft, etc.),
- re-broadcasting of analog and digital video and/or audio (encoded or unencoded, paid or unpaid, in any system, format or technology) through, among others, digital platforms, cable networks, telecommunications connections, mobile TV, IPTV, DSL, ADSL, any computer networks (including the internet), etc,
- marketing of media with a record of the image and likeness (of any kind, including VCDs, DVDs, videotapes, digital files, etc.) and its fragments in an unlimited number of copies, exclusive authorization for broadcasting, including dissemination on cable networks and digital platforms, as well as telecommunication networks and widely available networks such as the Internet,
- introduction into computer memory, multimedia network and telephone network,
- publication and distribution in all editions, regardless of form, standard or format, without limitation of the number of editions, editions and copies with description and use for press mat. and in publications in Polish or other language versions; this also includes the right to partial or complete reprint (before and after production), including on photocopies, microcopies and microreproductions, as well as 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 likeness available to the public in such a way that anyone can access it at a place and time of their choosing,
- developing, arranging, adapting, rearranging or any other changes in the computer record, with the right to reproduce the results of such changes while retaining 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 and advertising purposes of DRIFT OPEN and other entities, if the Organizer deems it appropriate,
- commercial use of the image and likeness within the Internet,
- use of the image and likeness in other works/creatures and on the occasion of any activities of the Ordering Party or entities designated by the Ordering Party,
- public display and reproduction.

§9

PENALTIES

1. In case of violation of the rules of these regulations, rules directly applicable to the competition or creating a danger to other participants of the competition, the Organizer has the right to impose the following regulatory penalties on the competitor:
 - warning,
 - a fine in the amount determined individually by the Organizer, not higher than 5000 PLN,
 - disqualification and withdrawal of points earned in the round.
2. In the event of a gross violation of the rules and regulations and causing a threat to the health and safety of the Competitors and other participants in the event (excessive speed in the speed limit zone and the machine park, warming up the tires outside the designated zone, drift driving in the zone without drift), the Organizer has the right to punish the Competitor with disqualification, a fine and deprivation of all points obtained by the Competitor in the general classification of the season.
3. The fines will be transferred in the form of a donation to the bank account of an orphanage selected by the Organizer.

§10

FINAL REGULATIONS

1. The Organizer shall not be responsible for items left unattended or lost, which will be destroyed or seized by third parties. The Organizer and the competition management do not assume 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 claim compensation for the damage from the person who caused it.
2. The right to interpret these Regulations is reserved to the Organizer.
3. The organizer reserves the right to conduct demonstration runs, which will not be counted in the classification of the competition.
4. The detailed schedule of each elimination will be announced on the website: www.driftoopen.com.
5. The measurement of time (2 min) required for the Competitor to appear at the start ready to start the scoring run is counted from the end of the previous run.
If due to the course of the competition access to the start is impossible (cleaning of the track, collision on the track, maintenance, etc.), the time of 2 minutes is counted from the end of the previous run until the appearance of the Competitor at the designated Flag Judge responsible for entering the track.
6. After crossing the entry gate, the participant is obliged to comply with the provisions of the relevant regulations, orders and instructions issued by the organizer, order services, security and persons authorized by the Organizer. The driver is obliged not to consume alcohol and other drugs prohibited by law 48 hours before and during the competition.
7. The participant is obliged to observe the safety rules and the speed limit of 15 km/h in the event area. The organizer reserves the right to remove from the event area people who pose a threat to the safety of the event participants.
8. Spectators are required to leave their cars in the parking lot and move on foot only in areas designated for the public.
9. Competitors moving vehicles outside the designated track where the competition takes place are required to exercise extreme caution and give way to pedestrians.
10. Competitors compete at their own risk with full awareness of the risk of loss of health or life. The organizer, authorities and management of the competition are not responsible for damages caused by the competitors to third parties, as well as do not take responsibility for the consequences of accidents to the competitors themselves or their property.
11. The primary purpose of the division into separate classifications is to ensure an equal level of competition. Evaluation criteria include experience, sports performance, attendance in the previous season (with the exception of athletically inactive / competing in the Drift Masters series), the overall appearance of the competitor, his car and team, and emphasis on marketing activities and technical preparation.
12. The assigned classification may be changed only after the end of the Competition season 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 Competition season.
13. At the end of the season, the winners of the first three places in each classification of the Competition receive the titles:

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