

## START LINE PROCEDURE

1. The organizer must ensure the competitors have as equal starting conditions as possible.
2. The start procedure must be precisely described by the organizer in the competitions supplementary regulations and / or explained in drivers briefing based on a track layout.
3. The competitor is obliged to arrive to the start zone:
  - 3.1 In qualification: when drivers competition queue is up. Suggestion - at least 5 cars before not to miss the start.  
If the driver has technical problems with car, the driver can ask the race director to be moved at the end of the qualification queue. If not informed before the driver must be on the start line, the driver will be forfeit from that qualification run.
  - 3.2 In tandems session: at the start zone at least 5 cars before the particular run or as explained in drivers briefing based on a track layout. After TOP 8 according to competitions supplementary regulations and / or as explained in drivers briefing based on a track layout.
4. Failure of a competitor to appear at the start zone on time is equated to the loss of that race.
5. Before the start, the racing cars are placed on the start line according to start line judge directions, which must be followed.
6. In the start zone area after the line-up, the competitor must stay in his car until he is given the permission to drive to the start line. Unless there is a race stoppage, and the start line judge gives permission to get out of the car. In this case, the competitor can have another opportunity to warm up tires if that is necessary.
7. The competitor must be ready for tandems at the latest when the competing 2 pairs ahead of him starts. This rule applies until the TOP 8 races, then there need to follow up that driver have 5min. to be ready after the run.
  - 7.1. If one race car is already on the start line for the first tandem run, the other competitor must move to the start line immediately. If the second race car does not reach the start line within 3 minutes when it's announced, the missing competitor loses this tandem run.
  - 7.2. **After the first run of the tandem, both competitors must drive from the finish line immediately to the start line for the second tandem run.** If one of the competitors is at the start line, the other competitor has a maximum of 3 minutes to move from the finish line to the start line. If one or both competitors do not reach the start line after this time / or as explained in drivers briefing based on a track layout, drivers can take competition timeout (if the driver still has it). If the driver doesn't show up to the start line after time ends, the driver, or in case of both drivers, will be forfeit from the race.
  - 7.3 In case of ONE MORE TIME (OMT), both drivers have **5 minutes** to change the tires and after that have to follow the start line procedure.

## COMPETITION TIMEOUT

- Drivers can ask for **one-time** 5 minutes maintenance time (competition timeout), in any given moment of the race, by asking it from any official marshal available for him at that moment, who has radio connection with the race director.
- Competition timeout starts when the car is in its parking space in pits, or "hot pit", and, after checking with the marshal readiness of repair, mechanics start working on the car- touch the car (tow car driver can ask help from mechanics, to move the car in to the pits, without clock starting). Competition timeout 5 minutes are taken and observed by the head technical marshal or appointed marshal.
- The head technical marshal or appointed marshal follows to start the time for 5 minutes correct and that until that no works are done with the car, but if mechanics are not ready yet or are

looking for parts, then it is no longer than 5 minutes to do that. After the 5-minute count, the marshal starts the official 5-minute count.

- Competition timeout ends, when the car moves out from its pit area, driver must be in the car, full geared, and ready to race. The competition timeout can't be split into several timeouts.
- If car maintenance is not approved by the head technical marshal or is declared not safe, or the fully geared driver and the car is not moving out from the cars dedicated pit area to the start line when 5-minute competition timeout ends, competitor will be forfeit from the race.
- Tire change and refueling must be done within collision time or competition timeout rule.
- If driver shows up to the start line, without mandatory race gear, he can take, (if he has) his competition timeout, to get his mandatory race gear on.

#### **"COLLISION TIME" EXTRA 5 MINUTES RULE**

- After the collision, race director with judges identifies the cause of the collision. A competitor who was NOT IN fault of the collision, may request from the race director 5 minutes of maintenance time to repair the race car, this time is identified as "collision time".
  - If necessary, after the requested "collision time", the competitor has the right to use the competitor's own competition timeout, from the competition timeout rule at the end of the extra "collision time", unless, he has not used it already.
  - The driver IN fault of the collision, can take his competition timeout, by the rule. "Collision time" 5 minutes do not comply to the driver IN fault of the collision.
  - Tire change and refueling must be done within collision time or competition timeout rule.
  - 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.
  - After collision, if it's not the driver fault- The Technical Commissioner must evaluate whether the car is realistically repairable within the allowed time 5+5. If the Technical Commissioner confirms that the car cannot be repaired within the allocated time, but he see that driver is trying, the driver is allowed to compete in the next TOP stage once the car is repaired. If the Technical Commissioner determines that the damage is repairable within the given time, but:
    - the driver does not attempt to repair,
    - intentionally delays repairs, or
    - does not have spare parts available on site,then the Technical Commissioner may declare the car not eligible to advance. In this case, the driver will NOT proceed to the next TOP, even if the car is later repaired.
- Main Principle-** This regulation exists to protect fair play. Drivers must not misuse this rule by providing false information, deliberately delaying repairs, or abusing the technical allowance. In such cases, if a driver provides misleading information or intentionally abuses this rule, they may receive an additional penalty for unsportsmanlike behavior and violation of sporting ethics.
- If both - the lead car and the chase car – wreck on 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.

**AFTER “COLLISION TIME” AND/OR COMPETITION TIMEOUT**

When the “collision time” and/or the competition timeout expires, the driver must be ready according to start line procedure for the next battle.

After the damage to the race car, the driver can ask for one lap test run. After the successful test run, the driver has time according to start line procedure to get back to the start line.



DRIFTA  
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