

# SPORTING RULES

## DRIFT NATIONAL SERIES



**APPROVED BY ACSI MOTORSPORT ON 04/01/2026**

**Motor Racing: DRIFTING Category**

**ACSI National Amateur Social Championship**

This is a national amateur promotional championship organized by ACSI exclusively for its members, in compliance with its institutional and social purposes.

## PRESENTATION

The **Drift National Series** was created with the aim of giving new direction and intent to the national drifting scene.

The Championship seeks to become a benchmark for the **technical and sporting development of drivers**, by creating a structured pathway that raises the overall competition level and aligns it with that of leading European countries.

Through clear regulations, modern race formats, a strong focus on safety and event quality, the Championship aims to promote Italian talent by providing the tools necessary to grow, compete, and improve consistently.

The goal is to build a solid foundation capable of producing drivers who are competitive not only at national level but also internationally.

The **ACSI Drift National Series** looks to the future with ambition, focusing on professionalism, technical development, and passion, to bring Italian drifting to an ever-higher level in line with European standards.

## ELIGIBLE ATHLETES AND DRIVERS

Participation in the **ACSI Drift National Series National Amateur Championship** is restricted to Athletes/Drivers holding a valid **ACSI Motorsport license**, combined with **BASE or INTEGRATIVE MOTORI membership/insurance**.

At each event, drivers must present a **valid competitive medical certificate**, issued in accordance with legal requirements by authorized sports medical institutions or physicians.

Drivers from foreign countries are also eligible if a cooperation agreement exists between **ACSI Motorsport** and the relevant national federation.

In such cases, foreign licenses will be recognized and accepted.

Presentation of a valid **competitive medical certificate translated into Italian** remains mandatory.

## SPORTING CHECKS

Sporting checks will be carried out at registration. Each participant must present:

- Personal identification documents, valid license, and 2026 Motori membership card
- Valid competitive medical certificate (FMSI issued)
- Proof of Championship registration fee payment or **WILD CARD** fee
- Proof of race entry fee payment

**NB:** Race entry fees must be paid by the Monday preceding the event.  
Participation is subject to verification of eligibility by ACSI Motorsport.

## ANTI-DOPING

The use of **doping substances or methods** that alter natural human performance is strictly prohibited.

All ACSI Motorsport members and license holders must comply with anti-doping regulations. ACSI promotes athlete health protection, prevention, and repression of doping practices, in compliance with **CONI regulations**.

Any behavior aimed at compromising the physical or moral integrity of others during sporting events is strictly forbidden.

It is also prohibited to manipulate or alter the conduct or results of competitions. Sports fraud is subject to Italian law and CONI regulations.

## LICENSES AND MEMBERSHIPS

### ACSI MOTORSPORT DRIFTING Driver License

Drivers without a license may apply through ACSI Motorsport. The license expiration will match the medical certificate validity.

- **€70** – License + Base Motori insurance card
- **€50** – License only (for drivers already holding Base Motori membership)

### Insurance Coverage – Mechanics / Technicians

All mechanics or assistants operating in **Boxes, Pit Lane, or Paddock** must hold an **ACSI Motorsport Technician/Mechanic card (Motori Prima)**.

- Valid until **31/12/2026**
- Cost: **€20**

*Since 2021*

## GENERAL REGULATIONS

- The intentional causing of tire blowouts on track is strictly prohibited.
- Burnouts or donuts are strictly forbidden outside the race track or the designated tire-warming area.
- Any activity on track, in the paddock, or in the tire-warming area may take place only with prior authorization from the marshals or appointed officials.
- Each Athlete/Driver entered in the Championship shall be held solely responsible for the conduct of all persons associated with them (mechanics, team members, and/or family members). In the event of inappropriate behavior by drivers or accompanying persons that disrupts paddock order or safety, ACSI Motorsport will take immediate and appropriate action against the responsible Driver, who may be sanctioned according to the severity of the incident, up to and including disqualification.
- All mechanics and team members operating within the pit boxes and/or paddock must hold valid ACSI membership and insurance coverage, through the appropriate **“Motori Prima” Technician card**.
- The registered Driver remains responsible for ensuring that their collaborators comply with all regulations and may be sanctioned in the event of any violations.
- Testing is prohibited at circuits or areas selected for Championship events during the **seven (7) days** preceding the race, unless otherwise authorized by the Organization.
- Each Driver must declare in advance the required space, expressed in square meters, for their gazebo and support truck.
- Gazebos or similar structures displaying or selling merchandise are not permitted unless prior written authorization is granted by ACSI Motorsport.
- The presence of all participants at every official awards ceremony is mandatory.

**Sport, by its very nature, is a symbol of friendship, brotherhood, inclusion, loyalty, and respect for others. For this reason, ACSI Motorsport urges all participants to uphold and promote these principles also within this highly spectacular discipline, ensuring that it is not only exciting to watch, but also fair, responsible, and conducted in a civil manner. È consentita l'iscrizione di più Atleti/Piloti utilizzando lo stesso veicolo.**

## MULTIPLE PARTICIPATION WITH A SINGLE VEHICLE

In such circumstances, entrants sharing the same vehicle must comply with the following provisions:

- Each Athlete/Driver entered in the **Street** and **Super Street** categories must mandatorily take part in at least one **Free Practice session**.
- In the **Racing** category, each Driver must mandatorily participate in **Qualifying**.
- For the purposes of the Championship standings, each Athlete/Driver shall be awarded only the points earned in the events in which they have actually competed.
- Each prospective participant is required to pay the full entry fee (Championship and/or single event), regardless of vehicle sharing.
- No refunds of the fees paid will be granted in the event of non-participation in the Championship or in an individual event, for any reason whatsoever.

### PIT BOXES AND PADDOCK

- All Drivers and their respective accompanying persons are required to strictly comply with the provisions set forth in these Regulations, as well as with the instructions issued by the hosting circuits and venues.
- Pit Boxes and the Paddock represent the operational heart of every sporting event: they are areas dedicated to work, technical and personal exchange, social interaction, and, at times, rest.
- For these reasons, behavior within these areas must be conducted with the utmost civility, caution, and respect, in order not to hinder the activities of others nor create situations of danger for oneself or for third parties.

#### Pit Box and Paddock Conduct Rules

- Entry to and exit from the pit boxes and paddock areas must be carried out strictly at walking pace.
- The performance of burnouts or the use of the handbrake while the vehicle is in motion is strictly prohibited.
- Refueling operations in the pit lane are strictly prohibited.
- Any repairs, including minor or quick repairs, are strictly prohibited in the pit lane.
- All work on vehicles may only be carried out inside the assigned pit box or in the designated dedicated areas (own paddock area).
- Access to the track is strictly prohibited when the traffic light is red or without the authorization of the designated flag marshal.
- No person is permitted to circulate within the Pit Box and Paddock areas without an official pass.
- It is strictly prohibited to exceed the speed limit of **5 km/h** in the pit lane.

As a rule, compliance with the pit lane speed limit will be monitored through the control systems of the hosting circuits/venues. Where necessary, ACSI Motorsport may delegate this responsibility to appointed Officials.

## Penalties for Pit Lane Speeding

Should the Race Officials determine that a Driver has exceeded the permitted speed limit, the following sanctions may be applied:

- display of the **Black Flag**, resulting in immediate disqualification;
- annulment of all points scored for the event and a fine of **€800.00**.

## Access and Inspections

All ACSI Motorsport personnel shall have free and unrestricted access, at any time and for the entire duration of the event, to the areas assigned to the Drivers (pit boxes, tents, temporary structures, and any related spaces).

Any person who obstructs or prevents the exercise of this authority may be subject to sanctions, including severe penalties, imposed by the Race Director.

## On-Track Conduct

All flag signals displayed by the track marshals must be strictly observed while on track.

Any Driver who, for any reason, fails to comply with such signals and thereby creates a dangerous situation for a marshal, another Competitor, or emergency service personnel shall be immediately reported to the Race Director and excluded from the event with immediate effect, without prejudice to the application of any further supplementary penalties.

Since 2021

## GENERAL PROVISIONS

### BRIEFING

Each Driver is mandatorily required to attend the briefing with the Race Director, which shall be held in accordance with the procedures and schedules established by the Organization.

Attendance at the briefing shall be certified by signing the official attendance sheet prepared by the Organization, either at the briefing room or in the paddock area, should the briefing be held in person.

In the case of an online briefing, conducted via a digital platform (Zoom or similar), attendance shall be verified through visual confirmation by the appointed Official. On such occasions, the Driver must present a valid identification document during the online roll call.

Failure to sign the attendance sheet or to confirm presence, unless duly justified, shall result in the application of an administrative fine of **€100.00**.

The non-compliant Driver may take part in the event only after payment of the fine and subject to the approval of the Race Director.

### IMAGE RIGHTS AND ADVERTISING

The management and use of image rights and advertising related to the **ACSI DRIFT NATIONAL SERIES National Amateur Championship** are the exclusive responsibility of **ACSI Motorsport**.

All Drivers are mandatorily required to apply on their vehicles the decals or patches representing the Championship sponsors, supplied by the Organizer, in the predetermined positions, which shall be communicated through an official bulletin, and to keep them displayed for the entire duration of the Championship.

The official sponsors of the **ACSI DRIFT NATIONAL SERIES** Championship shall be announced by means of an official bulletin. In the event of updates or the inclusion of new sponsors during the season, a new informational bulletin shall be issued.

Drivers participating in the **ACSI DRIFT NATIONAL SERIES National Amateur Championship** may apply advertising for personal sponsors on their vehicles, provided that such brands are not in competition with the official Championship sponsors.

The supply of advertising materials (decals or patches) of the Championship sponsors shall take place at the time of Championship registration.

## USE OF IMAGES, VIDEOS, PHOTOS, AND CONTENT

Authorization to use images of the **ACSI DRIFT NATIONAL SERIES**, including those of vehicles participating in Championship events, is granted to Drivers and Teams, including for dissemination through social networks, under the following conditions:

- Images and content must **not** be used to promote competing motor racing championships, events, or companies in competition with the Championship sponsors;
- The image of the Championship, **ACSI**, Race Officials, Marshals, and all registered participants must **not** be harmed in any way, either verbally or in writing.

## RADIO COMMUNICATIONS

The use of radio equipment for communication between Driver and Team is permitted.

It is understood that any responsibility arising from non-compliant use of radio communications, according to current regulations, falls exclusively on the Team, thereby releasing the Organizer and **ACSI Motorsport** from any liability.

## REGULATION VIOLATIONS

Any violation of the **Sporting or Technical Regulations** may result in:

- disqualification,
- loss of points, and/or
- administrative penalties.

In the case of a Vehicle found non-compliant with the technical provisions, disqualification, point deductions, and administrative penalties may be applied.

If a Driver or their Team members are found responsible for unsportsmanlike, dangerous, or violent conduct towards other participants or any member of the Organization, **ACSI Motorsport** may, through its personnel or, if necessary, law enforcement authorities, order the immediate removal of the Driver along with their entire team.

Following dangerous or unsportsmanlike conduct, **ACSI Motorsport** reserves the right to refuse future registration requests.

These behaviors may also be evaluated retrospectively through the analysis of audiovisual materials, such as circuit cameras, TV footage, or live social media broadcasts.

All Drivers and their collaborators are strongly advised **not** to use media to release statements harmful to the Championship, **ACSI Motorsport**, or its collaborators.

In cases of confirmed harm, **ACSI Motorsport** will assess appropriate sanctions. Meanwhile, all Drivers are urged, in the event of complaints, disputes, or other issues, to address them **directly with the ACSI Motorsport board**.

## PENALTIES

Penalties may be applied to the Competitor / Driver in various forms, including:

- **Points Penalties** – deduction of a certain number of points from both the race and the overall Championship standings.
- **Administrative Penalties** – disciplinary measures that, depending on the severity of the infraction, may result in disqualification from one or more races or, in extreme cases, exclusion from the Championship.
- **Monetary Penalties** – financial sanctions that vary according to the severity of the infraction.

Failure to comply with these rules by a Driver or any person associated with them (relatives, mechanics, friends) will be sanctioned with exclusion from the standings or the Championship.

It is hereby established that the Driver is always responsible for their own conduct, as well as the conduct of all Team personnel and any accompanying individuals.

## APPEALS

Any penalties or measures issued by the **Race Director** against a Driver or Team may be appealed. In this case, the sanctioned Driver or Team may appeal to the **ACSI Sporting Justice** within **15 days** from the date of the sanction, following these procedures:

### 1. Payment of Appeal Fee

Make a bank transfer to **ACSI Nazionale** (IBAN to be communicated via official circular) for an amount of **€600.00**.

In the transfer description, indicate:

- Name and surname of the appellant
- ACSI License number
- "Fee for appeal to ACSI Sporting Justice"
- Details and sequential numbering of the sanction (e.g., sanction n°0000, infraction n°00)

### 2. Submission of Written Appeal

Send a detailed written appeal to **giustiziasportiva@acsi.it**, including:

- Reasons for the appeal
- Name of the Driver sanctioned and ACSI License number
- Sanction number and infraction number (e.g., sanction n°0000, infraction n°00)
- Name of the Race Director who issued the sanction
- Copy of the bank transfer for the €600.00 appeal fee

### 3. Notification of Hearing

You will be informed as soon as possible, according to the sporting hearing calendar, via registered mail with return receipt or via certified email (PEC) regarding the procedure to follow and/or the date of the hearing initiated by your appeal.

# CATEGORIES

## VEHICLE CATEGORIES

The vehicles participating in the Championship are divided into three main categories:

### STREET

The **STREET** category is a single category without further subdivisions.

### SPECIAL STREET

The **SPECIAL STREET** category is divided into two main categories, plus a special **NEXT GENERATION** category reserved for drivers under 18 years of age:

- **PRESTIGE STREET**

Vehicles with power exceeding 261 HP.

- **PREMIUM STREET**

Vehicles with power up to 260 HP.

- **NEXT GENERATION**

The Under 18 category is reserved for drivers who, for the entire calendar year of the Championship, have not reached and will not reach their 18th birthday. For the 2026 season, this category is valid for all drivers born in 2009.

These drivers, in addition to competing in the **NEXT GENERATION** category, will also compete in their respective **SPECIAL STREET** category.

Under 18 drivers participate in the same races as the **PRESTIGE STREET** and **PREMIUM STREET** categories.

The **NEXT GENERATION** ranking will be a single ranking across both the Prestige Street and Premium Street categories, as the race format is identical for both categories, and will be determined based on race and qualifying points.

### LADY

Female drivers in the **LADY** category will compete within their primary category of affiliation.

Their **LADY** ranking will be based on their finishing position within their primary category.

In the event of a tie in points:

1. The qualifying position will be considered;
2. If the tie persists, the qualifying points will be used to determine the tiebreak.

# RACING

The **RACING** categories are divided into two levels:

- **ELITE**
- **PRO**

The division into **RACING** categories will be determined based on the drivers' experience, evaluated through the sporting resume submitted at the time of registration for the Championship.

## ELITE

The **ELITE** category is open to four types of drivers:

- Drivers who have previously participated in the **PRO-1/ELITE** category.
- Drivers who have finished in the top three positions in previous years in the lower **RACING** category of the DNS.
- Drivers competing in the highest category of foreign championships, both national and continental.
- Drivers who have achieved excellent results in lower **RACING** categories in foreign championships.

**Important:** **ELITE** drivers who fail to qualify within the **Top 32** for two consecutive events will be automatically relegated to the **PRO** category (unless due to mechanical issues).

## PRO

The **PRO** category is open to all drivers with minimal twin-experience who wish to pursue a professional career in this sport, aiming to develop their skills professionally.

If a driver demonstrates, during free practice sessions, that they are unable to safely execute tandem (twin) runs, posing a danger to themselves or others, the Organizer reserves the right to downgrade them to the **SPECIAL STREET** category or, in severe cases, disqualify them from the event.

Each driver is required to perform at least **5 twin runs** during the free practice sessions prior to the race. Failure to meet this requirement will result in a deduction of **2 points for each mandatory run not completed**.

# RACE REGULATIONS

## WEEKEND RACE FORMAT

### FREE PRACTICE

Free practice sessions are open to all drivers in all categories. These sessions are designed to help drivers get familiar with the track and to refine their driving lines.

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### QUALIFYING

Drivers qualify individually to determine their starting positions, which will establish pairings for **twin battles** (RACING category) or the **starting order** (STREET/SPECIAL STREET categories).

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### DRIFT SPRINT

The **DRIFT SPRINT** is a sprint race reserved for the top 4 drivers in the qualifying results of each primary category. The race will follow the same format used for the main event the following day.

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### RACE

During the race runs for the **STREET** and **SPECIAL STREET** categories, drivers compete individually to determine their ranking. **Elimination battles** (lead run – chase run) are judged according to pre-established criteria, and the winner advances to the next round.

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### SCORING

Points (**RACE + QUALIFYING + DRIFT SPRINT**) and standings are awarded based on finishing positions. Cumulative points over the season determine the overall Championship ranking.

## START PROCEDURE

The starting line is located at the beginning of the track.  
It represents the official starting point for each qualifying run and tandem battle.

A **starting light**, controlled by the line official, signals when the vehicle may start.

During **qualifying and tandem battles**:

- The **lead driver** positions on the first line.
- The **chase driver** aligns approximately **6 meters** behind the lead car.

After the starting light:

- The **lead driver** must start exactly on **green**.
- If the lead driver starts on **yellow** or delays, the start will be repeated.
- The lead driver is allowed **two restarts**; on the **third restart**, the chase driver wins the run.

The **chase driver** may start slightly before the lead, but must remain behind for the entire run.

The position of the official or starting light will be discussed during the **driver briefing** before qualifying.

Judges or officials may call for a **restart** based on the criteria discussed in the drivers' meeting.

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## ATTACK (ENTRY)

During qualifying and tandem battles, the vehicle must be in a **sideways drift** at the **attack line**.  
For the specific procedure in tandem, refer to the section **TANDEM INITIATION PROCEDURE**.

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## TIRE WARM-UP

Tire warm-up is allowed **only in designated areas (BURNOUT ZONE – TRACK)** and with authorization from the designated staff.

Tire warm-up will take place in the **burnout zone**.

Where it is not possible to create a burnout zone, the driver must complete **one warm-up lap** of the track for tire preparation.

In **tandem battles**, the driver who **enters the burnout zone first** is considered the **lead driver**.

## QUALIFYING FORMAT

### Qualifying Runs

- Each driver must complete **2 non-consecutive runs**; the starting order will be **random**.
- For the purpose of the **final classification**, the **best score of the two runs** will be considered.

### Tiebreaker

In the event of a tie between two drivers on their best score:

1. The driver whose **worst run** achieved a higher score will be ranked ahead.
2. If the tie persists, the driver with the **highest Line Score** will be ranked ahead.

### Qualifying Score

#### Component Points

Line	50
Angle	20
Style	30

#### Style Breakdown:

- Attack: 15 points
- Fluidity: 10 points
- Commitment: 5 points

#### Evaluation Criteria

During qualifying, drivers must:

- Perform a **decisive, high-angle initiative**.
- Pass through all **Outer Zones**.
- Reach all **Inner Clips** with maximum angle and speed.
- Execute **quick and aggressive transitions** without corrections or obvious mistakes.

A qualifying run will be **validated only if the driver finishes the lap in a controlled manner, crossing the finish line sideways**.

#### Score Deductions

Drivers will receive penalties if they:

- Fail to properly complete the Outer Zones.
- Fail to reach all Inner Clips.
- Maintain a low angle.
- Make obvious mistakes or corrections.

## LINE – 50 POINTS

Drivers will be judged on their ability to follow the **ideal driving line** indicated by the judges during the drivers' briefing.

Line points will be awarded based on:

- **Outer Zones**
  - **Inner Clips**
  - Any **"Touch & Go"** areas
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## ANGLE – 20 POINTS

Drivers will be judged on their ability to **reach and maintain a high angle**, demonstrating the skill to increase or maintain speed, as indicated by the judges during the briefing.

Judges may indicate on the track map areas where a high angle is **not required**.

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## STYLE – 30 POINTS

The Style score is awarded by evaluating the following areas:

### ATTACK – 15 POINTS

- Early initiation of the drift relative to the attack line
- Speed in achieving the desired angle
- Smooth entry with minimal corrections or angle loss

### FLUIDITY – 10 POINTS

- Smooth vehicle rotation during transitions
- Maintaining high angle throughout direction changes (lock-to-lock)
- Vehicle stable and flowing throughout the track

### COMMITMENT – 5 POINTS

Commitment evaluates the driver's ability to maintain **decisive, continuous, and confident driving** throughout the run.

Judgment takes into account:

- Consistent application of the accelerator
- Maintenance of rhythm and speed
- Use of momentum to cover Outer Zones and utilize the full track width
- Precise and safe approach to barriers, track edges, and reference points
- Ability to drive aggressively and at a high level while maintaining vehicle control

**Hesitant or defensive driving will result in a score reduction.**

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## **JUDGES' SCORING ALLOCATION**

- **Judge 1:** Line – 50 points
- **Judge 2:** Line – 50 points + Commitment – 5 points
- **Judge 3:** Angle – 20 points + Fluidity – 10 points + Attack – 15 points

### **Notes:**

- Line judges may award **half points** (e.g., 32.5 out of 50).
  - Both Line judges evaluate the **entire track**; the final Line score is the **arithmetic average** of the two scores.
  - The scores for Angle, Attack, Fluidity, and Commitment are **added to the final Line score**.
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## **DEDUCTIONS AND INVALID RUNS**

### **EXAMPLES OF SCORE DEDUCTIONS**

The following infractions result in **score deductions** during the qualifying run, depending on severity and the track section affected:

- **Double Initiation**  
Drift started twice or with evident hesitation before the correct initiation.
- **Tire Off-Track**  
One or more tires go beyond the track limits.
- **Zones or Clips Not Reached**  
Failure to cover Outer Zones or reach Inner Clips.
- **Brief Straightening / Correction**  
Significant reduction of angle or brief alignment of the vehicle during the drift.
- **Incorrect Line**  
Trajectory significantly deviates from the line established by the judges.
- **Insufficient Angle**  
Drift angle lower than the required amount for that section of the track.

**Note:** Deductions may affect **Line, Angle, and/or Style** at the judges' discretion.

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## INVALID QUALIFYING RUN

If, during a qualifying run, the driver commits any of the following infractions, **no score will be awarded** and the run will be considered **INVALID**:

- **Spin-Out**  
Complete loss of vehicle control.
- **Drifting in the Wrong Direction**  
Drift performed opposite to the required direction at that point on the track.
- **Opening Body Parts**  
Opening of hood, trunk, tailgate, or doors during the run.
- **Interrupting the Drift**  
The vehicle stops drifting before completing the track.
- **Two Wheels Off Track**  
Two wheels outside the track limits, unless otherwise specified during the drivers' briefing.
- **Neglect of Vehicle**  
If a driver loses body parts during the run not caused by contact or collision, the run score will be set to **zero**.

**Note:** An invalid run receives **no points**.

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## INCOMPLETE QUALIFICATIONS

If qualifications cannot be completed due to heavy rain or other exceptional circumstances, the **starting order** will be determined based on:

- The previous round's ranking,
  - The previous season's ranking.
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## ADVERSE WEATHER CONDITIONS

In the event of rain or weather conditions that do not cancel the qualifications, judges reserve the right to:

- **Modify the judging criteria**, communicating any changes officially to drivers **before the start of the runs**.

# DRIFT SPRINT

## DRIFT SPRINT (SPRINT RACE)

The top 4 drivers in the qualifying standings of each category will advance to the **DRIFT SPRINT**, an additional phase consisting of tandem battles (RACING CATEGORY) and single run (SPECIAL STREET and STREET) aimed at determining the **overall winners of the qualifications**.

### Format

#### DRIFT SPRINT – STREET & SUPER STREET

- The starting order is **reversed** compared to the qualifying results.
- The DRIFT SPRINT runs will be judged according to the **same rules and criteria** as the official races and qualifications.

#### DRIFT SPRINT – RACING CATEGORY

- The structure follows a **Top 4 format**, as follows:
  - 1st place in qualifying vs 4th place
  - 2nd place in qualifying vs 3rd place
- Winners of the two battles advance to the **DRIFT SPRINT final**.

All DRIFT SPRINT battles will be judged according to the **same rules and criteria as official Lead/Chase battles**.

#### STREET & SPECIAL STREET RACE FORMAT

- Race runs for STREET and SPECIAL STREET categories will be judged according to the **same criteria and format** used in the qualifications.
- The **starting order will be reversed** relative to the qualifying positions.

# TOP 32/TOP 16 FORMAT

## GENERAL RULES

The 32 highest-qualified drivers will be seeded into the TOP 32/TOP 16 bracket based on their qualifying positions.

The TOP 32 bracket will be activated with **25 drivers or more** registered in each racing category; if fewer drivers are registered, a TOP 16 bracket will be used.

Tandem battles are **single-elimination**, one-on-one matchups, consisting of **two runs** each. After crossing the finish line, it is **mandatory to stop in the Line of Judgment**, where the Head Judge will authorize repositioning for Run 2 or will declare the result of the battle.

Once the first vehicle crosses the finish line, the start judge will start a **2-minute timer** within which both drivers must return to the starting line. Failure to comply will result in disqualification. If one of the drivers experiences a technical/mechanical issue, the affected driver generally has **5 minutes** to line up after the unaffected driver has positioned.

The race direction may grant additional time according to the following criteria:

- **TOP 4:** 10 MIN
- **FINALS 1-2 / 3-4:** 15 MIN

Tires may **not be changed** during the battle without the Head Judge's authorization, granted for reasons such as:

- On-track accident
- Damaged tire

In all cases, this must be communicated to the staff at the Line of Judgment.

If a vehicle is unable to start the battle, the opposing vehicle will perform a **Bye Run**.

The bracket layout for the TOP 32 is displayed on the last page of this regulation.

In the case of a **ONE-MORE-TIME** or a battle that cannot be held in the scheduled order, the race direction reserves the right to proceed with subsequent battles (as far as possible) and reschedule the affected battle as soon as possible.

## TOP 32/TOP 16 JUDGING CRITERIA

During the battles, drivers will be evaluated **overall across both runs**, one as Lead and one as Chase.

The **Lead run** accounts for **60%** of the total battle score, while the **Chase run** accounts for the remaining **40%**. Judges will compare both runs to determine which driver demonstrated the superior overall performance.

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### LEAD DRIVER – OBJECTIVES AND EVALUATION

The Lead driver must execute a **reference run**, faithfully following the qualifying line set by the judges and demonstrating the **highest level of vehicle control, angle, and speed**. The Lead run should aim to represent an **ideal run**, equivalent to a 100-point qualifying run.

The Lead driver must also deliver a **chaseable run**, meaning a **predictable and consistent performance** that allows the Chase driver to maintain proximity and replicate the line, angle, and transitions without being penalized for unjustified variations in speed or rhythm.

The Lead driver must strictly adhere to the acceleration and deceleration points indicated by the judges on the track; significant deviations may result in penalties and will also be considered when determining responsibility in case of contact.

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### CHASE DRIVER – OBJECTIVES AND EVALUATION

The Chase driver must initiate the drift **no later than the Lead driver's starting point**, preferably simultaneously or slightly earlier. Throughout the run, the Chase driver must maintain **maximum proximity** to the Lead vehicle, demonstrating the ability to replicate **line, angle, speed, and style** accurately.

The Chase driver is encouraged to **match or exceed the Lead driver's angle**, maintaining **control, fluidity, and continuity** throughout the course. It is essential that the Chase driver remains in drift until crossing the finish line, avoiding obvious corrections, delayed initiation, or loss of proximity that could compromise the overall run quality.

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### ACCELERATION – DECELERATION

During the briefing, judges will identify track sections where the Lead driver is required to **accelerate, maintain speed, or decelerate**. Lead runs that do not comply with these instructions will be subject to **score deductions**. These instructions will also be used to determine responsibility in case of contact or collision during battles.

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## OVERTAKING

Overtaking is **permitted but not mandatory**, and only if the Lead driver performs a **spin** or **clearly leaves the track**.

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## TANDEM RUN NULLIFIED

If a driver commits any of the following errors during a tandem run, **no points will be awarded** for that run, which will therefore be classified as a **0-POINT RUN**:

- Spin-out.
  - Interrupting the drift **before crossing the finish line**.
  - Exiting the track with **two wheels beyond the track limits** (unless otherwise specified during the briefing).
  - **Opposite drift**, i.e., drifting with an angle opposite to what is required at that section of the track.
  - If a driver loses **body parts** during the run not caused by contact or collision, the points for that run will be **zeroed**.
  - Opening the **hood and/or doors** during the run.
  - A Chase driver who **intentionally does not follow** the Lead driver after being assigned an **INCOMPLETE** in the previous run.
  - Performing an **illegal overtake**, which results in a null run for the Chase driver.
  - **Three consecutive restarts** from the starting line.
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## START PROCEDURE

To allow drivers to choose their preferred initiation technique, a procedure has been defined that **must be followed by both drivers**: Lead and Chase.

### Lead Driver (Leader)

- Free to move as they wish and may use **any attack techniques** available, unless otherwise indicated during the drivers' briefing.

### Chase Driver (Follower)

- May align alongside the Leader up to a **specific point** indicated during the briefing.
- After this point, the Chase driver must **fall in behind the Leader**, giving the Lead driver **full freedom of movement and trajectory choice**.
- This rule ensures that the Chase driver maintains **proximity and pressure** without restricting the Leader's options.

Any violations of this procedure may result in **restarts or penalties**, at the discretion of the judges.

## COLLISIONS AND CONTACT IN TANDEM RUNS

Contact between vehicles is accepted in the sport, but in head-to-head battles, **specific rules apply.**

### Lead Driver

- If the Lead loses the drift, leaves the line, or reduces speed too drastically and the Chase hits them → the Lead **may be considered at fault.**
- Each judge evaluates **responsibility on a case-by-case basis.**

### Chase Driver

- If the Chase hits the Lead while attempting to respect the Leader's objectives → the Chase **is considered at fault.**

### Collision Damage

- Judges determine **responsibility.**
- The **innocent vehicle** may request **extra time** for repairs.
- Vehicle damage is the **sole responsibility of the vehicle owner/driver.**

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### COLLISIONS – RUN 1

- The innocent driver has **10 extra minutes** for vehicle repair; in the semifinals or finals, this extends to **15 minutes.**
- If the innocent vehicle **cannot be repaired in time for Run 2**, an official will inspect the situation and **declare the winner of the battle.**
- The winning driver receives points but **does not advance** to the next round, as both runs were not completed.
- If **both vehicles are independently damaged** in Run 1 and neither is at fault → the winner is determined based on **qualifying position.**

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### COLLISIONS – RUN 2

- The innocent driver has **10 extra minutes** for vehicle repair; in the semifinals or finals, this extends to **15 minutes.**
- If a collision occurs → judges determine **responsibility** and refer back to Run 1 to assess the **final result.**
- If **both vehicles are independently damaged** in Run 2 → the winner is determined from **Run 1 scores.**
- If contact **may have damaged one or both vehicles** or compromised **driver safety** → the **Technical Director** may inspect the vehicles.

- In the case of **tire punctures or wheel damage** → both drivers may be required to **replace tires or wheels** to ensure fairness.

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## VEHICLE SERVICE DURING TANDEM RUNS

- Vehicles may **not be serviced** between Run 1 and Run 2 of a tandem battle.
- **Prohibited actions include:** tire changes, pressure adjustments, suspension adjustments, and refueling.
- If any of these actions are performed → the driver will be **disqualified**.
- **Exceptions** may be made in special cases, where drivers are **authorized by the Head Judge** due to collisions or other extraordinary situations.

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## PROTESTS AND APPEALS

### Protests

A protest may be submitted at any time to the designated officials regarding:

- A registration issue,
- The validity of a competitor or driver,
- The technical eligibility of a vehicle.

All protests will be **examined by the Head Judge**.

### Not subject to protest:

- Qualifying scores assigned by the judges,
- Subjective aspects of judges' decisions and evaluations.

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## Subject of the Protest

Protests must concern **objective actions**, meaning facts that:

- Are **clearly visible**,
- Are supported by **unequivocal visual evidence**,
- **Do not depend** on the judge's opinion.

The use of external videos or data as evidence is **not permitted**; only **official DNS videos** may be used to support a protest.

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## Submission of the Protest

Protests must be:

- **Well-founded,**
- **Reasonable,**
- **Logical,**
- Based on **concrete evidence.**

### Procedure:

- The protest must be submitted in writing to the designated race official using the **official protest form** (available at registration).
- The form must be **fully completed**, specifying the **relevant section of the regulations.**
- It must be signed by the **driver.**
- The form must be accompanied by a **€500 fee.**

### Deadlines:

- **STREET/SPECIAL STREET:** Protest must be submitted **within 30 minutes** of the end of qualifying or the race.
- **RACING:** Protest must be submitted **within 30 minutes** of the end of qualifying or the race (for finals). In the case of battles, the protest must be submitted **before the next run.**

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## Evaluation of the Protest

The designated race official will review the protest together with the Head Judge or a deputy and communicate a decision **as quickly as possible.** When feasible, the parties involved will be given the opportunity to provide **comments or clarifications.**

If the protest is **rejected:**

- The fee is **non-refundable.**

If a driver or team provides **false or misleading information** during a protest:

- **Sanctions may be applied,** including **loss of championship points.**

## APPEAL

Once a protest has been rejected, the driver has the right to submit an appeal, subject to the following criteria:

- The appeal must be submitted within 24 hours.
- The appeal must be professional in form and include all relevant details of the case not presented during the original protest.
- Any public statement made before or during the processing of the appeal will invalidate the appeal procedure.

Appeals must be submitted via email to [acsimotorsport.ita@gmail.com](mailto:acsimotorsport.ita@gmail.com)

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### JUDGES' AREA ACCESS

The decisions of the judges are **final and unquestionable**.

It is **strictly forbidden**, for any reason, for drivers, team members, companions, or representatives of competitors to **access, loiter in, or approach** the area reserved for judges or the Head Judge during events (including qualifying sessions, Drift Sprints, single runs, and battles).

Any violation of this rule, by the driver or any person associated with them, will result in:

- **Immediate disqualification** of the competitor.
- **A financial penalty of €600.00.**

The driver is **fully responsible** for the behavior of their companions, team members, or representatives.

In the case of repeated violations, the Organizer reserves the right to **refuse future entries** from the driver in events, competitions, or championships under its authority, **without further notice**.

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## CHAMPIONSHIP POINTS

### QUALIFYING, DRIFT SPRINT, AND RACE

QUALIFICA	
POSIZIONE	PUNTI
1st	20
2nd	18
3rd	16
4th	14
5th	13
6th	12
7th	11
8th	10
9th	9
10th	8
11th	7
12th	6
13th	5
14th	4
15th	3
16th	2
17th-32nd	1

DRIFT SPRINT	
POSIZIONE	PUNTI
1st	10
2nd	8
3rd	6
4th	4

Drivers who do not score any points in qualifying will be considered as Did Not Start and will not receive any points.

GARA			
POSIZIONE	PUNTI	POSIZIONE	PUNTI
1st	100	17th	20
2nd	90	18th	18
3rd	80	19th	17
4th	75	20th	16
5th	70	21st	15
6th	65	22nd	14
7th	60	23rd	13
8th	55	24th	12
9th	50	25th	11
10th	45	26th	10
11th	40	27th	9
12th	35	28th	8
13th	30	29th	7
14th	25	30st	6
15th	23	31st	5
16th	21	32nd	4

All participants after 32nd place will receive 1 point by default, except for drivers under sanctions.

**WILD CARD DRIVERS ARE NOT ENTITLED TO CHAMPIONSHIP POINTS.**

Wild Card drivers do not receive championship points, but retain their position in the race standings.

Consequently, championship-registered drivers do not receive points corresponding to the Wild Card positions, but maintain their actual ranking.

Example: if a Wild Card finishes 2nd, the driver in 3rd place remains 3rd and receives the points for 3rd place, not for 2nd.

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## RACE AND CHAMPIONSHIP COSTS

Drivers must pay the following fees to participate:

- Championship registration: €150
- Wild Card (single event participation): €75

### SINGLE RACE REGISTRATION

- Street: €180
- Special Street: €250
- Racing: €300

### LICENSE AND MEMBERSHIP CARD

- DRIFTING LICENSE + ACSI CARD: €70
- LICENSE ONLY: €50

**The windshield banner and championship race number are mandatory and will be provided free of charge at the first registration. If the driver removes them for any reason or does not have them, they must request them from the secretariat at the following cost:**

- Windshield banner: €20
- Race number: €15

### INFORMATION:

[info.driftnationalseries@gmail.com](mailto:info.driftnationalseries@gmail.com)

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## SINGLE RACE AND CHAMPIONSHIP PRIZES

Single race and championship prizes will be announced via informational circular.

### Note:

**This regulation has been translated into English using artificial intelligence tools. In case of doubts, discrepancies, or incorrect translations, the original Italian text shall prevail.**

## FINAL INFORMATION

As previously indicated, the decisions of the judges are **final and unquestionable**.

However, in order to ensure **transparency and clarity** in evaluations, the organization reserves **30 minutes** at the end of all events, before the awards ceremony, during which drivers (**ONLY DRIVERS**) may access the judges' area for any clarifications regarding the judgment received, including reviewing relevant race footage if necessary.

Judges are also available **before the events and qualifying sessions** to provide clarifications and answer any regulatory questions.

In order to fully understand the driver's point of view, the organization provides a **specific form**, which must be completed, signed, and sent to the email: **acsimotorsport.ita@gmail.com**. This form allows for the **review of the run in question** and the provision of further clarifications to the driver, in full compliance with the current regulations in the days following the event. **The original judgment given during the event will not be changed.**

The second form, detailed below, is dedicated to **protests** and must be completed, signed, and submitted to the designated Race Official, together with the **protest fee**.

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## PUBLIC EXPERIENCE

Given the championship's aim to involve a **large audience** and make them an **active part of the events**, offering a dynamic and interactive experience, a **small portion of time** during the event days will be dedicated to **Taxi Drift**.

Access to the track during these sessions is **exclusively reserved** for the drivers performing the Taxi Drift.

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By registering for the race or championship, the driver declares to **fully accept the Sporting and Technical Regulations**, assuming **all responsibility** in case of violations.

Any situation, case, or circumstance **not explicitly foreseen or regulated** by these regulations will be resolved at the **unquestionable discretion** of the championship staff, including Judges, Race Officials, Organizer, and Head Judge, whose decisions will be **final and binding**.

**Note:** The present regulations, in all their parts, **may be subject to changes or additions**. Any modifications will be communicated via **informational circulars**.

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## APPROVED BY ACSI MOTORSPORT ON 04/01/2026



# ACSI DRIFT NATIONAL SERIES

Event:

Driver name:

Car number:

un/Battle for which further clarification is requested:

Time range to be referenced in the live race (e.s. 15:35–18:50):

Driver's opinion:

Article of the sporting regulations being referenced:

SIGNATURE

DATE

LOCATION



# ACSI DRIFT NATIONAL SERIES

Event:

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Driver name:

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Car number:

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Driver subject of the protest:

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Car number subject of the protest:

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Run/Battle subject of the protest:

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Description of the protest:

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SIGNATURE

DATE

LOCATION

TOP 32 BATTLE

**DNS**

**DRIFT NATIONAL SERIES**

