



ROYAL

DRIFT SERIES

SPORTING REGULATIONS

2026

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GENERAL PROVISIONS

1.1. Championship Status

1.1.1. ROYAL DRIFT SERIES 2026 (referred to as the "Championship" or "RoyalDS") is a series of automotive drifting competitions approved and organized under the authority of CAMF.

1.1.2. The Championship is a sporting event approved by the national motorsport association (ASN) of the PRC following its current codes and regulations.

1.1.3. These Regulations outline the sporting aspects of the Championship. They are mandatory for all participants, officials, and organizations engaged.

1.1.4. Every Championship stage holds equal sporting status and follows the rules set out by these Regulations and the official bulletins published by the Organizer and/or the national ASN.

1.1.5. Participation in any Championship stage means that the participant fully and unconditionally agrees to these Regulations, Technical Requirements, and all applicable amendments and official bulletins.

1.2. Goals and Objectives of the Championship

1.2.1. The Championship is intended to advance and promote drifting as a motorsport in the People's Republic of China.

1.2.2. The goals of the Championship are:

- A. Enhancing driving skills
- B. The Championship's integration into the global drifting community, attracting international drivers and teams
- C. Definition and adoption of consistent drifting standards that match current international practices
- D. Promoting a safe driving culture
- E. Development of motorsports infrastructure, including tracks, technical centers, and service facilities for the Championship.



1.3. Championship Management

1.3.1. The Organizer/Promoter specified in the official Championship documents (such as the Championship Regulations, stage regulations, and/or individual regulations). is responsible for the overall management of the Championship is handled by the

ORGANIZER: 上海正毅文化传播有限公司

PROMOTER (OPERATING PARTNER): 上海基泰漂移运动科技有限公司

1.3.2. The Organizer/Promoter is responsible for:

- A. Planning and implementation of all Championship stages
- B. Adherence to the approved Championship safety policy
- C. Development and timely release of these Regulations and related regulatory documents
- D. Approval of the Championship schedule, venues, and track configuration in accordance with the national ASN requirements
- E. Creation and distribution of the Championship's prize fund
- F. Appointment of the Championship/stage officials

1.3.3. The Organizing Committee, under the leadership of the Race Director, who operates within the authority granted by the Organizer and the national ASN, directly manages each Championship stage.

1.3.4. The Organizer/Promoter reserves the right to amend the Championship stage procedures for safety concerns, force majeure, or other valid reasons. Such amendments only take effect once they have been officially published and communicated to all parties involved (participants, teams, and officials).

1.3.5. The relationships between the Organizer, participants, teams, sponsors, and partners may also be governed by additional contracts and agreements. These shall be in writing, signed by authorized representatives, and cannot conflict with the provisions of these Regulations.

1.4. Officials

1.4.1. Officials of the Championship and its stages include, but are not limited to:

- Race Director: the individual authorized to perform overall management of the stage

- The Race Director is responsible for managing the Championship's daily track operations in line with the approved Regulations.
- The Judge Panel is a group of officials authorized to score the participant performances based on the criteria set out in these Regulations.
- The Start Judge is responsible for following the proper start procedure.
- The Technical Commissioner and Technical Inspectors are individuals authorized to perform technical inspections of cars and equipment to verify their compliance with the Regulations.
- The Stage Secretary is an individual responsible for documenting the stage, maintaining records, and recording results.
- A representative of the Organizer/Promoter is an authorized individual who acts on behalf of the Organizer and/or Promoter during the Championship stage and communicates with other officials.
- Other officials designated by the stage regulations and/or appointed by the national ASN.

1.4.2. The authority, responsibilities, and coordination procedures for the officials are defined by these Regulations, as well as by job descriptions and appointments.

1.4.3. The list of officials for each stage is published in the official stage documentation (such as the stage regulations, appointment schedule, and bulletin) before the administrative inspection begins.

1.4.4. The officials shall be impartial, following the principles of safety, fair play, and the intent of these Regulations.

1.5. Interpretation and Application of the Regulations

1.5.1. The Championship officials within their authority. provide the final interpretation and application of these Regulations, along with all related sporting and technical documents of the Championship. Decisions made within the scope of the granted authority are binding for all participants, teams, and other individuals.

1.5.2. All participants and officials, by submitting an application and/or accepting an appointment, unconditionally agree to the following:

- A. Decisions and/or rulings by the Championship officials within the scope of their authority cannot be appealed in general courts.
- B. They agree not to initiate and/or pursue any legal actions against the Championship Organizer, the national ASN, or any individuals or



organizations representing them, for cancelling or amending any decisions made and/or seeking financial or other compensations, whether directly or indirectly connected to these decisions.

- C. Decisions made by the Drift Judges in the scope of their official duties are final and take effect immediately upon announcement. The current Regulations do not include any provisions to appeal, review, or any other type of challenging these decisions. The rulings of the Drift Judges cannot be appealed.

1.5.3. If a participant, team, applicant, or official initiates or pursues legal action concerning decisions made by the Championship officials, in violation of Section 1.5.2, that individual or entity agrees to reimburse the Championship Organizer, the national ASN, their partners, agents, and affiliated organizations for all documented costs associated with such proceedings. These costs include legal fees, travel expenses, and the fees of representatives and attorneys. Until the legal proceedings are completed, the individual may be suspended from taking part in any Championship events.

1.5.4. The Championship Organizer reserves the right to amend or add to these Regulations and other official Championship documents at any time. This includes sporting regulations, rules for specific series or classes (as they may be introduced), and any supplementary provisions. Such changes shall be issued as official bulletins, technical bulletins, memoranda, notes to participants, or other official documents. From the moment of their publication, they shall be considered an integral part of the Regulations and shall take effect on the date of publication, unless a different effective date is expressly specified in the text. These documents are not retroactive and do not apply to situations that occurred before they took effect.

1.5.5. In the event of any discrepancies between the different language versions of these Regulations and other official Championship documents, the version in the official language selected by the Organizer shall take precedence. The official version of the Regulations published by the Organizer, along with all applicable bulletins and supplementary rules in English, serves as the final authority for interpretation.

1.5.6. In any situation not addressed by these Regulations, the Organizer and/or officials shall follow the spirit of the rules, the principles of fair play, and the priority of safety.

1.6. Championship Schedule

1.6.1. The ROYAL DRIFT SERIES 2026 Championship features the

following rounds:

- 4–7 June 2026 — Shanghai (Tianma Circuit);
- 2–5 July 2026 — Tianjin (VI Auto World International Speedway);
- 3–6 September 2026 — Ningbo (Ningbo International Speedway);
- 8–11 October 2026 — Zhengzhou (Zhengzhou International Autodrome);
- 5–8 November 2026 — Hangzhou (Zhejiang Circuit).

1.6.2. The results from every stage conducted under these Regulations will be counted toward the overall Championship results. Other conditions for counting results (including their rejection) may be specified in the Organizer’s official bulletin.

1.6.3. The Organizer reserves the right to adjust the Championship schedule, including altering dates, venues, canceling or adding stages for safety, force majeure, logistical concerns, or other reasons.

1.6.4. Any changes to the schedule will only take effect after they have been officially approved and published as a bulletin. The bulletin shall be sent to the participants via the Championship’s official channels within a reasonable timeframe before the affected stage begins.

1.6.5. In the event of a stage cancellation or a major schedule change, the Organizer will issue a separate explanation regarding how these changes affect the overall Championship standings.

2. TERMS OF PARTICIPATION

2.1. Participants

2.1.1. Eligible RoyalDS Championship participants are individual drivers who meet the requirements of these Regulations and the current sporting regulations of the National Automobile Sports Association (ASN) of the People’s Republic of China.

2.1.2. Drivers shall possess a valid driver’s license issued by the National Automobile Sports Association of the PRC or another ASN whose license is recognized by the PRC’s National ASN and matches the level of the RoyalDS Championship.

2.1.3. All drivers may participate in the Championship only if they have valid accident insurance for the duration of the RoyalDS stage.



The insurance shall cover property interests associated with the insured individual's life, health, and work capacity, and the covered risks shall include at least death, disability, and injuries caused by an accident. The insurance policy shall be executed in accordance with the laws of the People's Republic of China and be recognized as valid in the territory of the stage venue. The Organizer reserves the right to verify the availability and validity of the insurance policy before granting admission to participate.

2.1.4. The Organizer decides to allow minor participants (under 18 years of age) on an ad hoc basis, considering the procedures set by the national ASN and the applicable laws of the People's Republic of China.

2.1.5. A driver can compete both individually (in the individual classification) and as part of a team (in the team classification). The status of a team and the team registration procedure are defined by these Regulations and appendices.

2.1.6. Each driver may list up to three team members on the application form to receive accreditation/passes for the RoyalDS Championship stage venue. The stage regulations may outline specific accreditation categories and available numbers. The Organizer reserves the right to limit the number of accreditations or to refuse to issue them if the venue's capacity is exceeded.

2.1.7. Each issued pass (such as a wristband or badge) is the property of the Organizer. A pass is assigned to a specific driver and can be revoked if the rules are violated. The driver is responsible for the actions of any individuals who gain access to the Championship stage venue using passes issued to the driver.

2.1.8. The Organizer has the authority to refuse entry to any individual at the Championship venues and restricted zones if the individual could endanger themselves or others.

2.2. Teams and Team Classifications

2.2.1. RoyalDS offers team classifications. A team classification is a system for determining the Championship results based on the total points earned by all drivers officially entered for the respective team in the Championship stages.

2.2.2. The driver's team is a racing team that the driver is officially registered with for a stage or for the entire Championship season. Team affiliation is specified in the application form. It is the team the driver is competing for.

2.2.3. A team shall have between 2 and 6 drivers registered to compete in the RoyalDS individual classifications. The complete team roster shall be indicated in the team application form by the registration deadline.

2.2.4. A driver can only be registered for one team in a RoyalDS stage. After completing the administrative inspection, a driver cannot be transferred to another team.

2.2.5. Between the Championship stages, drivers may change teams no more than once during the entire Championship season. Points earned by a driver before a transfer stay with the previous team and cannot be moved to the new team.

2.2.6. The team classification for a stage requires at least three teams. If the team classification is not held, the paid team entry fees will be refunded or may be credited toward the next stage according to the Organizer's procedure.

2.2.7. The team and its representatives are responsible for ensuring that all drivers and personnel registered with the team comply with these Regulations, stage regulations, and official RoyalDS bulletins.

2.3. Cars

2.3.1. Cars are eligible to compete in the RoyalDS Championship stages if they: fully meet the RoyalDS Technical Requirements, and were submitted and duly passed technical inspection within the timeframes specified by the stage regulations.

2.3.2. The RoyalDS Technical Requirements align with contemporary international drifting standards and are consistent with the safety requirements set by the national ASN of the PRC and the applicable FIA standards. The Organizer may amend the Technical Requirements for valid reasons (including changes to international standards), with mandatory notification to the participants through official communication channels.

2.3.3. To compete in official/classified tuns, the car shall be fitted with tires that comply with the RoyalDS Technical Requirements, under the following conditions:

- A. Tires with a maximum width of 265 mm (as indicated by the manufacturer) are used on all axles; the wheel diameter does not exceed 18 inches.
- B. The actual tire width shall not exceed the limits set in the stage regulations.

2.3.4. The number of tires that can be used is not limited unless the stage regulations state otherwise. Tires shall be in good condition and show no signs of



severe wear or damage that could compromise safety. Tires that do not meet the specified requirements will be subject to penalties, which may include exclusion from the Championship stage.

2.3.5. The car shall have all the mandatory safety features as outlined in the Technical Requirements. This includes, but is not limited to, a roll cage, a racing seat, safety belts, a fire suppression system, a battery disconnect switch, and evacuation lugs. Any missing safety feature leads to the car's expulsion.

2.3.6. All official numbers, stickers, liveries, and RoyalDS branding elements shall be applied to the car as directed by the Organizer. Failure to meet the exterior appearance requirements may result in penalties, including possible disqualification.

2.3.7. Any modifications to the car's design after it has passed technical inspections shall be approved in advance by the Technical Commissioner. After significant modifications, the car may need to undergo another technical inspection.

2.3.8. Each driver has the right, before the administrative inspection is completed, to register one primary and one backup car for participation in the RoyalDS Championship stage. All registered cars shall be included in the entry documents and pass the mandatory technical inspections. During a single stage, a driver may only use one car at a time.

2.3.8. Participants who have submitted a team entry application are allowed to register a teammate's car as a backup car. Only the primary driver (the car owner) decides whether to let their teammate drive the car.

2.3.9. A teammate's backup car may only be used if all of the following conditions are satisfied:

- A. The teammate's car has passed the technical inspection and meets the technical requirements.
- B. The primary driver (car owner) has completed the Championship stage.
- C. The car has no damage that would make it unsuitable for subsequent runs.

2.3.10. A car that has been used by any driver as a backup car may not be used in that capacity by other drivers on the team.

2.3.11. Replacing the primary car with a backup car is allowed with the Race Director's approval (based on the Technical Commissioner's report), no more than once per stage, and only during the following periods:

- A. Before the qualifying solo runs begin
- B. Before the start of the TOP 32 stage
- C. Before the start of the TOP 16 stage.

2.3.12. The backup car may be swapped back for the primary car with the Race Director's approval (based on the Technical Commissioner's report), no more than once per stage and only during the following periods:

- A. Before the start of the TOP 32 stage
- B. Before the start of the TOP 16 stage
- C. Before the start of the TOP 8 stage.

2.3.13. Responsibility for using the backup car.

A driver whose car is used by a teammate as a backup car is not entitled to make claims against the competition Organizers for any damage to the car. All risks linked to the use of the car by a teammate are the responsibility of the car owner (the primary driver).

2.4. Applications and Fees

2.4.1. To take part in the RoyalDS stage, a driver shall submit an application following the procedure and deadlines set by the Organizer and outlined in the stage regulations and/or other publications.

2.4.2. An application is accepted only after:

- A. Error-free filling of all forms
- B. Payment of the entry fee, if any, in full and by the specified deadline
- C. Submission of all required documents (copies of the license, ID, insurance policy, etc.)

2.4.3. The entry fees for individual and team events (if any) may vary (the base fee applies to early applications; the fee for late registration may be higher). The Organizer shall announce the fees in advance (individually for each stage).

2.4.4. Preliminary applications shall be submitted by the deadline stated in the stage regulations (it is advisable to submit at least five calendar days before the administrative inspection begins) and shall include proof of the entry fee payment.

2.4.5. Submission of an application after the deadline, including submission directly at the administrative inspection, is allowed only if spots are available and an increased entry fee is paid within the timeframes set by the Organizer.



2.4.6. The Organizer reserves the right to reject an application without explaining if the rejection is for the following reasons: safety concerns; incomplete documents; documents do not meet the requirements; the number of participants for the stage is exceeded; previous violations by the driver or team; or any other circumstances outlined in these Regulations and the stage regulations.

2.4.7. By submitting an application, the driver and, if applicable, the team, confirm that they have read, understand, and agree to comply with these Regulations, the Technical Requirements, the stage regulations, and all current RoyalDS bulletins.

2.5. Administrative Inspection

2.5.1. To be eligible to participate in the RoyalDS Championship, the driver shall complete the following steps:

- A. Fill in and submit the standard application form.
- B. Pay the registration fee as required.
- C. Pass the administrative inspection.
- D. The driver's car shall pass the technical inspection.
- E. Pass a medical examination if required by the stage regulations and/or the national ASN requirements.

2.5.2. The administrative inspection is carried out at the Championship stage headquarters during the periods listed in the stage schedule. The Chief Secretary manages the inspections.

2.5.3. During the administrative inspection, the driver is required to provide:

- A. A valid identification (such as an ID card or another document recognized by the People's Republic of China);
- B. Driver's license
- C. A valid driver's license issued by the National Automobile Federation of the People's Republic of China or another ASN whose license is recognized by the FIA
- D. A filled-in and signed application form (for individual drivers; if participating in a team competition, a team application form as well)
- E. Proof of the entry fee payment (for bank transfers)
- F. A valid accident insurance policy covering the entire duration of the Championship stage
- G. Signed Media Release Agreement (Appendix No. 3)
- H. Other documents are listed in the stage regulations or appendices.

All the documents shall be valid as of the dates of the Championship stage and submitted as originals.

2.5.4. Failure to provide all required documents or refusal to present them may result in denial of entry to the RoyalDS Championship, with the potential forfeiture of the entry fee in cases specified by the registration terms and/or stage regulations.

2.5.5. By signing the application form, the driver and their crew confirm that they have read and understand the Championship Regulations and agree to abide by its rules. By signing the application form, the driver also confirms that they are aware of all risks associated with the Championship and accept responsibility for any damage to life, health, or property to the extent permitted by applicable law, waiving the right to make any claims against the Organizer, its representatives, other participants, and partners.

2.5.6. After completing the administrative inspection, the driver is issued a number (if they haven't received one already), a kit of official stickers and/or other materials from the Organizer, RoyalDS, which shall be displayed.

2.6. Technical Inspection

2.6.1. A car can only enter a RoyalDS stage after it has passed the required technical inspections carried out by the Technical Commissioner and/or technical inspectors.

2.6.2. A car that is fully prepared to compete in the Championship stage shall be presented for technical inspection. This includes all mandatory markings, stickers, official advertising, numbers, and a complete set of driver equipment. By submitting the car and equipment, the driver confirms that the car and its safety systems meet the RoyalDS Technical Requirements.

2.6.3. The driver (or a team representative) shall be present during the technical inspection of their car and shall cooperate with the technical commissaires, providing access to all car components.

2.6.4. Based on the results of the technical inspection, the car may be:

- A. eligible to participate without restrictions
- B. provisionally approved, subject to required revisions that shall be completed by the deadline
- C. temporarily suspended until the identified nonconformities are cleared
- D. rejected if there are critical safety violations or serious breaches of the



Technical Requirements.

2.6.5. The Technical Panel is authorized to: conduct re-inspections at any moment to confirm that the car, its safety systems, and driver's equipment meet the regulations; ask for further documents or explanations about the car's design and condition; and suspend the car until the inspection is finished if there are legitimate concerns about its safety.

2.6.6. Any seals, marks, stamps, etc. applied by the technical commissioners shall not be altered or removed by the driver or team. Failing to meet this requirement could lead to a zero score for the stage and/or additional penalties.

2.6.7. Passing the technical inspection does not relieve the driver and their crew of full responsibility for the car's technical condition and safe operation. The driver acknowledges that they have the most comprehensive understanding of the car's design, safety features, driver's equipment, and agrees to follow all applicable RoyalDS rules and regulations.

2.6.8. In the event of a dispute concerning the car's compliance with the Technical Requirements, the final decision will be made by the Technical Commissioner in consultation with RoyalDS officials, following the Technical Requirements, these Regulations, and current bulletins.

3. SAFETY

3.1. General Provisions

3.1.1. Safety of the RoyalDS Championship is a top priority.

The Organizer shall:

- A. Prepare and inspect the venue for the Championship stage
- B. Have emergency response plans for accidents, fires, and other emergencies
- C. Have the security, ambulance, and fire services ready and coordinate their activities.
- D. Inform the participants and spectators about the rules of conduct and safety measures at the Championship venue.

3.1.2. The racetrack owner (operator) is responsible for ensuring the facility meets the safety standards established by the laws of the People's Republic of China and the terms of the agreement with the Organizer.

3.1.3. Individuals in restricted areas (such as the pit lane, technical park, pre-start zone, evacuation zone, etc.) shall follow the instructions from the

officials and use the required personal protective equipment as specified by the Organizer and the racetrack regulations.

3.1.4. The Race Director has the right at any time to:

- A. Suspend or terminate the runs
- B. Adjust the schedule and procedure of the Championship stages
- C. Close a section of the track or adjust the track configuration for safety reasons.

3.2. Improper Conduct. Dangerous Driving

3.2.1. The following are prohibited at RoyalDS Championship stages:

- A. Rude, offensive, or provocative behavior directed at the officials, other participants, spectators, or personnel, including remarks, gestures, or actions that could incite conflict
- B. Any form of threats, coercion, or physical abuse
- C. Deliberate harm to the Organizer's property, the track, or the property of other participants, sponsors, or partners.

3.2.2. Dangerous driving includes, but is not limited to, the following:

- A. Intentionally hitting the opponent's car to damage it or push it off the line.
- B. Driving in the opposite direction unless explicitly ordered by the officials
- C. Performing drifts, intense accelerations, and decelerations outside of the designated areas
- D. Continuing to drive when there is a clear technical problem that compromises safety, such as brake or steering failure, or a leak of flammable fluids.
- E. Other actions that the officials may consider pose an unreasonable risk to the participants, spectators, and others.

3.2.3. The following apply in response to improper conduct and/or dangerous driving:

- A. Warning
- B. Penalty fee
- C. Zero score for the run
- D. Expulsion from the current Championship stage
- E. Temporary or permanent disqualification from taking part in later RoyalDS stages or the entire Championship season.



For typical violations and recommended penalties, refer to Appendix No. 2 RoyalDS Penalty System. In severe cases, the penalty may be increased by the Organizer and/or the national ASN.

3.2.4. Drivers or any crew members may not be on the Championship stages venue under the influence of alcohol, drugs, or any other intoxicating substances.

3.2.5. At the request of the officials, the driver shall undergo testing for alcohol and/or drugs. A positive test result or refusal to take a test will lead to immediate disqualification from the Championship stage, with potential disqualification from subsequent RoyalDS stages. Entry fees are non-refundable.

3.3. Championship Safety

3.3.1. At each RoyalDS stage, the Organizer shall make sure the following services and systems are available and ready:

- A. Medical crew with medevac vehicles and qualified medical personnel.
- B. Fire crew with sufficient firefighting resources and trained personnel
- C. Marshals to monitor the track and safety zones. The marshals shall have communication equipment and visual signals (radios, flags, etc.)
- D. Communication systems connecting the Race Director, marshals, medical service, and fire crew.

3.3.2. Spectator areas shall be physically separated from the track by barriers or other fencing. Spectators are not allowed to be in areas where cars might leave the track.

3.3.3. Spectators and guests may access restricted areas (such as the pit lane, technical park, pre-start area, and judging area) only with the Organizer's permission and under specific conditions (like special passes, escort, or protective gear). The Organizer reserves the right to restrict or close access to these areas at any time for safety reasons.

3.3.4. Drivers and their crew shall strictly adhere to:

- A. Flag signals
- B. Instructions from the marshals
- C. Instructions from the Race Director and other officials.

Failure to follow these instructions is a serious safety violation and may lead to immediate disqualification from the Championship stage.

3.3.5. Signals:

Red flag/light: the run is halted due to an emergency on the track.

Green flag/light: no obstacles, permission to start or continue the run.

3.3.6. When the red flag/light is on, drivers on the track shall:

- A. Stop drifting immediately
- B. Slow down
- C. Continue moving slowly or stop, depending on the instructions from the officials or marshals.

3.3.7. In the event of a serious incident (such as a collision, fire, barrier failure, or fluid leak), runs on the track may be halted immediately. Run may only resume once the consequences have been resolved and the Race Director has confirmed the track is safe.

3.3.8. Drivers, teams, and personnel shall promptly report any identified hazards to the officials, such as damage to the track surface, fuel or oil leaks, damaged barriers, missing marshals, etc. Hiding such information or disregarding a clear danger can be considered a breach of safety regulations.

3.3.9. The Organizer reserves the right to limit, cancel, or change the format of any side activities (such as demo runs, shows, or fan events) if they present a safety risk or disrupt the competition runs.

4. CHAMPIONSHIP RULES

4.1. Championship Program

4.1.1. Each RoyalDS stage includes at least the following: administrative and technical inspections; mandatory briefings; practice sessions; qualifying solo runs; tandem runs; opening ceremony; and awards ceremony.

4.1.2. The detailed stage schedule approved by the Organizer is published in the stage regulations and/or official information. The schedule may be adjusted for the following reasons: safety concerns, adverse weather, technical issues, other unforeseen circumstances beyond our control (force majeure). In the event of a schedule change, all drivers will be notified through official communication channels and/or briefings.

4.1.3. The opening ceremony of the Championship stage includes a welcome for the drivers. The participants drive their cars to a location designated by the Organizer for presentation to the public. Participation in the opening ceremony is required for all drivers who have qualified for the Championship stage.



4.1.4. A driver's participation in mandatory briefings and other events designated as mandatory in the schedule is required for admission to practice sessions, qualifying solo runs, and tandem runs. Failure to attend without a valid reason may lead to additional penalties.

4.1.1. Briefings

4.1.1.1. The Organizer, Drift Judges, and the Race Director conduct the briefings following the approved RoyalDS stage schedule. Briefings can be conducted offline or online (using video conferencing or other electronic platforms) or in a hybrid format.

4.1.1.2. Some briefings may be required to attend for all drivers eligible to compete in the Championship stage. A driver's failure to attend or being late to such a briefing may lead to penalties.

4.1.1.3. At the briefings, drivers are informed about the track configuration, initiation and clipping zones, start procedure, practice schedule, qualifying solo runs and tandem runs, as well as any changes to the Championship event schedule.

4.2. Practice Sessions

4.2.1. Practice sessions are included in the Championship stage schedule and are required for all registered drivers. The decision to allow a driver who did not take part in practice to compete in the round is up to the Race Director and the Drift Judges.

4.2.2. Practice sessions are conducted in accordance with the Championship stage schedule. Training is not allowed in any areas of the racetrack outside the designated scored section; breaking this rule may lead to penalties, including disqualification from the stage.

4.2.3. During practice sessions, a passenger is allowed in the car if the driver has obtained the authorization from the Technical Commissioner during the technical inspection and the car has been approved for runs with a passenger.

4.2.4. For practice sessions, cars shall have fenders, hoods, trunks, and doors in place. No bumpers and sill covers are allowed unless otherwise stated in the Technical Requirements or by the Technical Commissioner.

4.2.5. Admission to practice sessions is only granted after passing administrative and technical inspections, attending a mandatory safety briefing, and, if required, undergoing a medical examination.

4.2.6. The Organizer establishes a practice session procedure (including how

driver groups are formed, the maximum number of cars allowed on the track at any time, and how calling cars are called to the start) and communicates it to participants during the briefing. Drivers shall strictly follow the procedure.

4.3. Starting Procedure

4.3.1. A designated tire warm-up zone is located right next to the starting line. This zone is designated solely for warming up tires. If instructed by a Judge, the driver shall immediately leave the warm-up zone and proceed to the starting line in the pre-defined order.

4.3.2. The Race Director may consider staying too long in the tire warm-up zone as arriving late to the starting line. Any maintenance and/or other actions involving the car without further permission from the officials, as well as any stops on the way from the tire warm-up zone to the start, may be considered a Competition Timeout or a technical retirement.

4.3.3. The start signal is a flag, a traffic light, or another method specified in the Championship stage regulations. Flags: The driver positions the car at the starting line; the driver confirms their readiness to the Starting Judge; the Starting Judge raises the flag; the downward movement of the flag is the start signal. For two cars, the Judge uses two flags, one in each hand. Drivers may not leave the starting area before the race begins without the judge's permission.

4.3.4. Appeals concerning alleged infractions during the start procedure:
a) For the first run, appeals are accepted before the start of the second run
b) For the second run, appeals are accepted before the official announcement of the results of both runs by the Drift Judges.

4.3.5. A Judge's false start rulings may not be appealed. If the Race Director confirms an unnoticed false start, the Drift Judges may order a re-run if they believe the false start impacted the outcome of the run.

4.4. Qualifying Solo Runs

4.4.1. A qualifying session involves individual runs on the scored section of the track evaluated by the Judge Panel based on the criteria set out in the RoyalDS Judging Regulations.

4.4.2. A qualifying session includes two runs for each driver, unless the Championship stage rules state otherwise. During qualifying solo and tandem heats, having unauthorized people in the car is not allowed and will lead to



disqualification.

4.4.3. For the qualifying session, all drivers are split into qualifying groups based on their starting grid positions. As instructed by the officials, the group moves to the staging area, where drivers are called to the start in the order of their starting grid positions.

4.4.4. The group's first qualifying run is complete once the time for the last driver in the group is announced. The second attempt by the same group starts right after the first one, following the same order as the starting grid.

4.4.5. A driver who does not arrive for the first attempt receives 0 points for that attempt and is eligible to take the second attempt according to the starting grid, or request a transfer to the "additional group."

4.4.6. A driver who took part in the first attempt but did not make it to the start of the second attempt receives 0 points for that attempt unless they requested a transfer to an "additional group."

4.4.7. The "additional group" consists of drivers who participate in the qualifying runs after all drivers on the starting grid have completed their runs. Drivers in the "additional group" get one qualifying attempt; any previous valid attempt (if any) is discarded. A request to transfer to The "additional group" shall be submitted to the officials before the driver begins the attempt. Such a request is irrevocable.

4.4.8. In the event of a sudden change in weather or track surface conditions, the Race Director may allow drivers one familiarization (practice) attempt to adjust their suspension and tire settings, as well as warm up the tires.

4.4.9. Rectification of technical issues (tire changes and minor repairs) during a qualifying session is allowed only between a driver's qualifying attempts.

4.4.10. For qualifying and tandem runs, missing body parts and panels—such as bumpers, trunk and hood lids, headlights, fenders, doors, and windshields—are not allowed. If the car is damaged during the run, the Race Director decides whether it can continue in later runs, considering safety aspects and the Technical Commissioner's report.

4.4.11. A driver who scores 0 points in both qualifying attempts receives 0 points for a qualifying session and does not advance to the subsequent runs.

4.4.12. If two or more drivers have the same best attempt, they are ranked

as follows:

- A. The driver's poorest performance
- B. The Commitment score for the best run
- C. The Fluidity score for the best run.
- D. The Commitment score for the worst run.

If, after applying all of the specified criteria, the scores remain tied, the driver who achieves the best result earlier than the opponent is given priority.

4.4.13. The tandem run sequence is based on the results of the qualifying session.

4.5. Tandem Run and Competition Timeout

4.5.1. Tandem runs are knockout events (1st vs. 32nd, 2nd vs. 31st, and so on), usually beginning with Top 32 followed by Top 16, Top 8, and finally Top 4—as long as there are enough participants and the technical capacity for all runs.

4.5.2. Drivers shall arrive and be prepared to start according to the approved schedule and race sequence. The next tandem of drivers shall be ready to start once the results of the previous race are announced. If the driver is not ready at this time, they are automatically considered to have used their Competition Timeout. If the Competition Timeout has already been used, the driver is declared the loser of the tandem run.

4.5.3. When a driver moves from one race to another (including Top 4 or One More Time for the last tandem and other similar cases) They may be given extra time to get the car ready for the run. The maximum extra time is 5 minutes, starting from the official announcement of the previous run's results. Once the time expires, a driver who has not reached the starting position is automatically considered to have used a Competition Timeout. If the right to a Competition Timeout is used up, the driver is declared the loser of the tandem run.

4.5.4. If the Judges cannot determine a tandem run winner, a re-run (OMT) is scheduled, up to two times per tandem. If no winner is determined after the second OMT, the driver with the higher qualifying score advances to the next stage. OMTs are conducted at the end of the round, following the sequence in which they were scheduled.

4.5.5. In runs before the Top 4, if both drivers fail to take the starting position within the specified time, the Start signal is given in their absence; both are



considered to have lost, and neither advance to the next round. If this happens during the Top 4 stage, both drivers are declared losers of this specific tandem run and do not receive points for the tandem run under the "round-robin" system.

4.5.6. If one of the cars fails to be at the starting line at the specified time, the second driver takes a bye run, which is not scored. The run is considered to have started when the car crosses the initiation line under its own power.

4.5.7. After completing the first run, the driver shall proceed directly to the fast pit zone or the start without stopping; otherwise, they will be considered not to have started the next run.

4.5.8. From the moment a car enters the fast pit zone, one minute is allocated for maintenance of both cars. Once the time expires, the participant shall exit the fast pit zone and drive directly to the starting position without pausing. If a car stays in the fast-pit zone for more than one minute, the driver will automatically use their Competition Timeout or be considered to have lost (if they have no timeout available).

4.5.9. Cars can be maintained between runs of a single tandem run only in the fast-pit zone. Any work on the wheels, tires, or suspension is prohibited, except for:

- swapping the left and right rear wheels
- remote temperature and pressure measurements
- Visual examination
- Tire cooling.

4.5.10. Regardless of the competition structure (Top 32, Top 24, Top 16, etc.), each driver may take a Competition Timeout (5 minutes) between the start of the current stage and the start of the Top 4. A timeout can be used only once.

4.5.11. A Competition Timeout is allocated to a particular driver. A driver's timeout cannot be transferred to another driver, including a teammate. Any attempts to transfer a timeout between drivers or teams are prohibited.

4.5.12. The driver shall request a Competition Timeout from the officials. During a time-out, any work on the car is allowed, unless it is restricted by the Technical Requirements and safety requirements. Maintenance in the service park is allowed between other drivers' runs. For a timeout called between two runs of the same tandem, work may be carried out only in the fast pit zone.

4.5.13. If one driver declares their intention to use a Competition Timeout, then the second driver shall:

- A. **Before the tandem run:** go directly to the starting area and wait there until the opponent's timeout is over.
- B. **During a tandem run (or between runs),** the second driver is allowed to

stay in the fast-pit zone as long as all work on the car is completed, the driver's crew has left the fast pit zone, and the driver is ready for start (buckled in, fully equipped); or may go to the starting line and wait for the opponent there.

4.5.14. If both drivers have stated their intention to use a Competition Timeout, the countdown for both begins at the same moment as instructed by the Technical Commissioner. In this situation, the timeouts are separate. Each driver uses their own time (5 minutes). No work on the car is allowed before the timeout period begins.

4.5.15. After the Competition Timeout expires, both drivers are given extra time (up to 1 minute) to warm up the tires in the tire warm-up zone before the next run.

4.5.16. At the end of the Competition Timeout, the driver shall proceed directly to the tire warm-up zone and then to the starting line. Delays or stops on the way may be considered a late start and lead to losing the run.

4.5.17. The use of tires that the Technical Commissioner deems damaged is prohibited. If tire damage occurs due to circumstances beyond the driver's control, the Race Director, based on the Technical Commissioner's report, may grant up to 5 minutes of extra time solely for changing tires, without using a Competition Timeout. If the damage is a result of the driver's error, tires may only be changed using a remaining timeout. In such cases, the opponent is also granted extra time specifically for tire changes, without using the Competition Timeout. Tires shall be changed in the fast pit zone.

4.6. Top 4: Round-Robin System and Competition Timeout in Top 4

4.6.1. After the Top 8 round is completed, a Top 4 group of four drivers is created. Top 4 uses a round-robin system: each driver competes against all three other drivers in a tandem run.

4.6.2. The sequence of tandems in the Top 4 can be determined, for example, by their final qualifying position:

- First run: 1 vs. 4
- Second run: 2 vs. 3
- Third run: 1 vs. 3
- Fourth run: 2 vs. 4
- Fifth run: 1 vs. 2
- Sixth run: 3 vs. 4.



4.6.3. Each tandem run in the Top 4 follows the standard format: two runs (lead driver/chase driver and role swapping).

4.6.4. An additional scoring system is used to determine the final standings among the Top 4: 3 points for a win, 1 point for a tie, and 0 points for a loss. The driver with the highest total score wins first place, with the remaining positions determined by descending total scores.

4.6.5. If two or more drivers have the same number of points, additional criteria apply, such as:

- A. The outcome of a direct race between the drivers in the Top 4
- B. Judges' total scores for all Top 4 runs (number of "for" votes)
- C. Qualifying position.

4.6.7. In the Top 4 round, each driver is allowed one Competition Timeout up to 5 minutes. These timeouts are personal, non-transferrable, and not affected by the use of timeouts in earlier stages (Top 32–Top 8): any previously unused timeouts are lost.

4.6.8. At each stage of the Championship, participants earn points through tandem races.

5. RESULTS. AWARDS. SPECIAL PROVISIONS

5.1. Championship Stage Results

5.1.1. The individual classification results of a Championship stage are total points earned at the qualifying session and tandem runs, as outlined in the following tables:

Qualifying Run Results	Points
1	25
2	21
3	19
4	17
5 to 6	12
7 to 8	9
9 to 12	
13 to 16	7
17 to 24	2
25 to 32	1
33 and below	0

Tandem Run Results	Points
1	210
2	185
3	160
4	135
Top 8 (5-8 places)	110
Top 16 (9-16 places)	80
Top 32 (17-32 places)	40

5.1.2. If there is a tie, the driver with the higher qualifying session score takes precedence.

5.1.3. Team qualifications for a Championship stage are determined by adding together the individual results of the team's three highest-placed drivers.

5.1.4. If two or more teams have the same number of points, the team whose driver achieved the higher position in the individual classification will be ranked higher.



5.2. Final Championship Results

5.2.1. The final result in the individual classification of the RoyalDS Championship is determined by the total number of points the driver earns at each stage of the RoyalDS season.

5.2.2. If two or more drivers have the same total number of points at the end of the season, their final classifications are ranked using the following criteria:

- A. Number of stage wins (first places). The driver with the most wins is ranked higher.
- B. Number of second places. In the event of a tie under point A, the driver with the greater number of second places is ranked higher.
- C. Number of third places. If there is a tie between drivers for criteria A and B, the driver with more third places is ranked higher.

In the event of a tie, the driver who finished in the higher position in the final Championship stage is ranked higher.

5.2.3. The final team classifications in the RoyalDS Championship are determined by the total points a team earns across all stages of the RoyalDS season.

5.2.4. If teams are tied on points in the team classification, their final positions are decided in the following order:

- A. The number of stage wins a team has earned.
- B. A team that includes a driver who finished higher in the individual classifications at the end of the RoyalDS Championship season.

5.3. Awards

5.3.1. Following each stage and at the end of the RoyalDS Championship season, official award ceremonies are held for the individual and, where applicable, team classifications.

5.3.2. In the individual classifications, at least the top three drivers are eligible for awards (first, second, and third places).

5.3.3. In team classifications, if any, at least the top three teams receive awards in first, second, and third places.

5.3.4. The Organizer reserves the right to increase the number of award-winning positions (for example, to the Top 4) and/or to introduce special prizes.

The Organizer defines the types of awards (such as cups, medals, certificates, cash prizes, and prizes from partners and sponsors) and the award procedure. Awards may differ from one stage to another.

5.3.5. Participation in the awards ceremony is mandatory for prize-winning drivers and representatives of prize-winning teams. A failure to attend the ceremony without a valid reason may lead to penalties, such as a fine and/or the withholding of a portion of the prize money, as outlined in the RoyalDS Penalty System appendix.

5.3.6. Prize payments, if any, will be distributed according to the terms set by the Organizer.

5.4. Disputes

5.4.1. Disputes are settled by the RoyalDS officials according to these Regulations and appendices.

5.4.2. Decisions on disputed matters, adopted in accordance with the established procedures and having entered into force, are final and binding on all participants.

5.4.3. The Organizer publishes all final decisions regarding disputes and penalties in official bulletins and/or in the final documents for the stage or season. Participants shall take steps to stay informed by regularly reviewing the publications.

5.4.4. The RoyalDS officials impose penalties as specified in the RoyalDS Penalty System (Appendix No. 2). The officials have the authority to increase or reduce penalties based on the circumstances (including intent, repeated violations, or severity of consequences) and, in particularly serious cases (such as threats to life or health, fraud, or gross safety violations), to impose measures not listed in the table.

5.4.5. Fines shall be paid in Chinese yuan (CNY) to the RoyalDS Organizer within the period specified in the penalty ruling. Failure to pay by the due date will result in exclusion until the penalty is paid. Fines are non-refundable and cannot be used to pay for entry fees.

5.5. Special Cases

5.5.1. If some of the tandem races are canceled due to force majeure (including security threats, adverse weather conditions, etc.), the Organizer has the right to:

- A. Record the stage results up to the most recent fully completed run (including the qualifying round or Top 8)



- B. Approve and apply a special scoring/awarding system officially announced in the bulletin for this stage.

6. ADVERTISING AND MASS MEDIA

6.1. Advertising On Cars

6.1.1. Participants may place any advertising on their cars, provided it does not violate the laws of the host country, the requirements of the national ASN, or the restrictions outlined in these Regulations.

6.1.2. Advertising shall not obstruct the driver's view or create any other hazards to safe driving, nor may it cover the car's starting numbers, the driver's surname, flags, or mandatory stickers from the Organizer and/or sponsors. Mandatory stickers from the Organizer and title partners take priority over all other advertising. In the event of a conflict regarding placement areas, the Organizer determines the priority.

6.1.3. The Organizer has the right to designate mandatory areas for the placement of the Championship and partner branding (e.g., the windshield, rear window, doors, fenders). The layout of these areas is detailed in a separate visual guide for the season.

6.1.4. The following items may not be placed on the car:

- A. Advertisements for tobacco products, alcoholic beverages, illegal drugs, and services, as well as symbols that are explicitly banned by the laws of the host country or by international regulations
- B. Content that goes against widely accepted moral and ethical standards, including discriminatory or political slogans, as well as provocative or offensive images and text
- C. Logos and trademarks that, in the Organizer's opinion, could conflict with the rights of the Championship's title partners, or harm the event's image.

6.1.5. The Organizer and the Technical Commissioners shall approve any illuminated or animated advertising systems (such as LED screens, tickers, etc.) on the car in advance.

6.1.6. If the car's advertising design does not meet the requirements of these Regulations, the Organizer and/or the Technical Commissioner has the right to demand modifications or the removal of non-compliant elements. The car may not be allowed to run until the violations are fixed.

6.2. Advertising at the Championship Venue

6.2.1. Only the Organizer, or persons authorized by the Organizer in accordance with the established procedure, may place advertising materials at the Championship stage venue (track, paddock, pit lane, spectator areas, etc.). The Organizer has the right to delegate this authority, specifying the scope and conditions of the delegation.

6.2.2. The placement of banners, flags, inflatable displays, and branded areas, as well as the distribution of advertising materials or other promotional activities by teams and participants, is permitted only with the Organizer's prior consent. The decision to grant consent is made after considering:

- A. Alignment with the event's theme.
- B. Safety concerns.
- C. A balance of interests among all participants and partners; other factors are at the Organizer's discretion.

6.2.3. The following is prohibited:

- A. unauthorized placement of advertising materials on track barriers, marshal posts, safety structures, and other infrastructure
- B. Covering official markings, warning signs, safety instructions, or other essential event signage with advertisements
- C. Placement of advertising materials that could distract drivers, obstruct the view of traffic lights, flags, and other signals, or otherwise interfere with the safe conduct of races.

6.2.4. The Organizer is entitled to:

6.2.4.1. Remove or require the removal of any advertising structure or material that:

- A. Violates safety regulations, PRC laws, or the Championship advertising policies.
- B. Endangers the lives and health of participants and spectators.
- C. Fails to meet approved standards and regulations.

6.2.4.2. Restrict or prohibit the use of loudspeakers, audio amplifiers, background music, and other activities that disrupt the work of the officials, judges, or security personnel.



6.2.5. The use of official RoyalDS logos in promotional materials by teams, partners, and other parties (including outside the track) is allowed only if the following condition is met:

- A. Strict compliance with the brand guidelines and corporate identity approved by the Organizer
- B. The logo shall not be distorted, modified, or altered in any way that affects its recognizability and integrity.
- C. Prior approval from the Organizer is required when the brand guidelines do not offer complete instructions or when an additional assessment is needed.
- D. Adherence to the legislation concerning the use of trademarks and intellectual property assets.

The Organizer reserves the right to deny approval for the use of logos or to mandate modifications to advertising materials if their design, content, or manner of use could harm the reputation of the Championship, Organizer, or the event partners.

6.3. MASS MEDIA AND MEDIA TEAM ACCREDITATION

6.3.1. Accreditation is available to individuals aged 18 and over. The Organizer reserves the right to refuse accreditation without providing a reason, including when the media quota has been filled or if the applicant does not meet the standards of professional competence.

6.3.2. Accreditation is awarded in the following categories:

- A. **Media/Press:** representatives of independent media outlets (journalists, photographers, and videographers from news organizations and agencies)
- B. **Team Media:** media representatives officially designated by the teams or drivers (including content creators, photographers, videographers, and journalists working for one or more drivers).

6.3.3. Media representatives are allowed onto the track and into media zones only after:

- A. Collecting their media badge or wristband, and media vest.
- B. Completing a safety briefing, reviewing the access map.

6.3.4. While in restricted areas during the Championship events, media representatives shall:

- A. Always wear a high-visibility vest.
- B. In designated areas, wear an approved media vest.
- C. Do not leave the restricted areas without permission from the officials; do not enter the track without proper authorization.
- D. Follow all safety rules explained in the safety briefing and obey the instructions of the officials.

6.3.5. Team Media:

- A. Accreditation is issued following a formal application submitted by the team or driver and is valid only for that specific application.
- B. The team media members shall follow the same safety regulations as for third-party media representatives, and carry the same level of responsibility as their team.
- C. They may have a separate set of access zones (e.g., paddock, starting line, pit lane) at the Organizer's discretion.
- D. They are not allowed to use the accreditation to represent third-party brands or teams without the Organizer's permission.
- E. The number of accredited Team Media representatives for each team or driver is usually between two and five (to be approved by the Organizer). The Organizer reserves the right to adjust this limit based on the specific requirements of the Championship stage, as detailed in the stage's regulations or media instructions.

6.3.6. If a third-party media or Team Media representative fails to follow safety rules, the instructions of marshals, or other officials, their accreditation may be revoked immediately. Cancellation of media access for the Team Media may lead to further penalties against the involved team or driver, as outlined in Appendix No. 2.

6.3.7. The Organizer reserves the right to obtain copies of materials gathered during the Championship stages and to utilize them for covering and promoting RoyalDS and the stage, within the limits outlined in the accreditation terms. Additional commercial rights, such as selling or licensing to third-party brands, may be covered by separate agreements.

6.3.8. Detailed rules for the placement of media personnel and media teams in each zone—including maps of designated filming positions, restricted areas, and procedures for the start, fast pit lane, and podium coverage—are set out in separate media safety instructions for each Championship stage. These instructions are mandatory for all accredited individuals.



Appendix No. 1.

RoyalDS Terms and Definitions

1. Basic Concepts:

Drifting

A motorsport where drivers compete to showcase their skill by completing a driving task. This involves navigating the designated areas of a race track, course, or another location while maintaining a continuous, controlled drift.

Qualifying Solo Run (Tanso)

A driver's individual run on the track is scored by the Drift Judges using the specified criteria to determine the seeding for tandem runs.

Tandem Run (Tsuiso)

Two cars simultaneously complete the track as specified in the driving task, with one acting as the Lead driver and the other as the Chase driver. The Lead driver performs a reference run as outlined in the driving task; the Chase driver's driving task is to stay as close as possible and mimic the lead driver's movements.

Scored Section

The track section between the initiation zone and the finish, where the driver executes a controlled drift.

Track Configuration

A designated section of the track with specific properties like distance, series of turns, and marked drift zones such as clipping, touch-and-go, braking, and no-go (NGZ). The track elements and zones shall be clearly identified and visually marked for the drivers.

2. Tandem Run Roles:

Lead Driver

The driver who completes a reference tandem run as specified in the driving task while leading.

Chase Driver

The driver who chases the opponent (the lead driver) at a minimum distance, while following all of the lead car's maneuvers.

Chaseable Lead Run

The lead driver's run aims for the highest possible score, based on the driving task, enabling the chase driver to perform as expected and achieve the maximum score in proximity, mimic, line, and angle.

Uncatchable Lead Run

A lead driver's run with an obvious major or critical error that leaves the chase driver no chance to perform as required by their driving task.

3. Zones and Clips

Clipping Point (CP, Inside Clip)

A marked point to be clipped to a certain depth. It can be either inner or outer. The proximity to the clipping point is judged based on the marks of the front or rear axles as specified in the driving task.

Inside Zone (IZ)

A defined area within the scored section that the driver shall fully occupy along its length and width with the front of the car (assessed by tire marks), as specified in the driving task. It may be indicated as parallel lines on the track surface, road cones, or other aids.

Outside Zone (OZ, Outer Clip)

A defined area within the scored section that the driver shall fully occupy along its length and width with the rear of the car (assessed by tire marks), as specified in the driving task. The zone may be marked by lines on the track surface, road cones, or other markers to assess how closely the car follows the zone boundaries.

Touch-and-Go (TG)

A reference point to be touched on the scored section marked on the track (using a geometric shape, road cones, or other aids). It has no distance requirement; it acts as an indicator for a short-term touch at an arbitrary point. It can be either outer (for the rear axle) or inner (for the front axle).

No-Go Zone (NGZ)

A restricted section within the main track area is marked with additional lines in the driving task. The NGZ penalties are line violation penalties.

In chase runs, the above penalty does not apply to the chase driver. The chase driver is allowed to cross the boundaries of any NGZ.

Deceleration Zone

A designated section in the driving task where a noticeable reduction in speed (braking or throttling back) is permitted. Slowing down outside these areas may be seen as an error by the lead driver or a breach of the pace.



4. Maneuvers: Initiation

(Furidashi)

The moment the car begins a controlled drift at the entry to the track configuration, using techniques such as switching, braking, clutch-kick, and so on. The entry point, dynamics, and angle are scored.

Switch (Transition, Furikaeshi)

Adjustment of the drift direction and angle when moving from one turn to the next. The fluidity, angle, and ability to maintain a line are scored.

Drift Angle

The angle between the car's longitudinal axis and the direction of its actual line during a controlled drift.

It is assessed for the track sections outlined in the driving task, considering the minimum or maximum allowable angle for each section.

Pace

The fastest possible speed and the shortest time to complete each section of the track, while meeting all other scoring requirements

Commitment

Describes a driving style that blends precision and aggressiveness while strictly following the racing line. It reflects how fully the driver pushes to the limit while maintaining control during the race.

Flow

Smoothness and integrity of the run: seamless transitions, no jerky movements or pauses, a feeling of "drifting effortlessly."

Finish Line

The point where the scored section ends. Once passed, the driver can stop drifting and safely slow down.

5. Championship Structure and

Procedures. Bye Run

A solo run in the tandem stage, performed by a single driver without an opponent. It is intended to formally confirm the driver's readiness to continue competing and advance to the next stage.

False Start

The car starts moving before the starting signal is given (green light, or the flag falling). In tandem runs, a false start applies to the lead driver only. The chase

driver may begin moving as soon as the green light comes on or while the flag is raised.

One More Time (OMT)

A repeat tandem run is scheduled when the driver's performance is equal and/or it is impossible to determine a winner.

Competition Timeout

A scheduled and timed break during a tandem run stage, requested by the participants for car maintenance, including work in the fast pit.

Fast Pit

A designated area for car maintenance between runs involving one tandem of the drivers. The fast pit is intended for quick repairs, car inspection, and quick component replacement (if permitted) within the time limit.

Service Park (Paddock)

A designated area within the racetrack where the drivers park their cars, store their equipment, and perform maintenance.

Event Venue

An equipped and certified autosports location with a race track and associated facilities.

6. Race Results and Run Statuses

Complete Run

A run was completed without critical errors, following the driving task.

Incomplete Run (Did Not Finish, DNF)

A run that was invalidated due to a critical driver's error.

Zero Run

A run that scored 0 points (for example, due to a spin out, initiation beyond the line, or driving with all four wheels in the NGZ).

Proximity

The distance between the chase driver's and the lead driver's cars in a tandem race is assessed visually and/or using telemetry (including the Wally system). It is crucial for evaluating the chase driver's performance.



Wally Drift Telemetry System (Wally)

A telemetry system from Race Data Labs is an auxiliary tool for the Judges. The system acquires car line, speed, angle, and distance between cars, and generates 3D replays of the race. Only the Judges make the final decision.

Appendix No. 2. RoyalDS Penalty

System

This Appendix outlines common violations and associated penalties. RoyalDS officials have the final authority to apply penalties, taking into account the circumstances of the incident.

Table 1. Technical and Procedural Violations

No.	Type of violation	Standard penalty	Note
1.1	Failure to attend a mandatory driver briefing	Non-admission to the start	until attending a safety/administrative procedure briefing
1.2	Being late for the administrative inspection	Non-admission to the start	If the rules for the Championship stage set a time limit for each participant
1.3	Failure to submit documents during the administrative or technical inspection	Disqualification from the Championship stage	The initial payment may be withheld.
1.4	Identification of false information submitted	Potentially leading to expulsion.	
1.5	The car does not comply with the Technical Requirements.	Disqualification from the Championship stage until the issues are resolved.	The initial payment may be withheld.
1.6	Failure to adhere to the required tire specifications	Non-admission to the start; zero score; exclusion from the Championship stage	



1.7	Removal or damage to the seals or marks applied by the Technical Commissioners	zero score; disqualification from the Championship round	
1.8	Operating a car that has not passed the technical inspection	Non-admission to the start; zero score if this is discovered after the race	
1.9	Missing mandatory advertising or the Organizer's stickers	Non-admission to the start until the issue is resolved	
1.10	Failure to attend the awards ceremony (Top 3) without a valid reason	prize money may be partially withheld.	

Table 2. Dangerous Driving and Violations on the Track

No.	Type of violation	Standard penalty	Note
2.1	Failure to respect a red flag	warning; for repeat offenses – up to expulsion.	
2.2	Intentionally hitting the opponent's car to damage it	disqualification from the Championship stage	
2.3	Driving in the opposite direction	warning; for repeat offenses – up to expulsion.	
2.4	Drifting in restricted areas	warning; for repeat offenses—disqualification from the Championship stage	
2.5	Speeding	up to disqualification.	Speed limits are established in the stage regulations.
2.6	Entering the track without permission from the officials	up to disqualification.	

Table 3. Conduct and Discipline

No.	Type of violation	Standard penalty	Note
3.1	Disrespectful or offensive conduct directed at the officials	up to disqualification from the Championship stage.	
3.2	Disrespectful or offensive conduct directed at other participants	up to disqualification from the Championship stage(s)	
3.3	Physical violence, threats	zero score/disqualification from the Championship stage	transfer of information to law enforcement agencies
3.4	Intentional damage to the track, the property of the Organizer, or other participants	compensation for damages, up to expulsion.	transfer of information to law enforcement agencies
3.5	Being under the influence of alcohol or drugs at the Championship venue, or refusing to undergo a medical examination.	non-admission to the start; possible disqualification for the season	Entry fees are non-refundable.
3.6	Violation of restricted access areas by the driver's crew	warning; For repeat offenses revocation of accreditation may be imposed.	
3.7	Public statements that harm the reputation of RoyalDS, the Organizer, or its officials	exclusion from the Championship stages	



Table 4. Media, Commercial Use, and IP Rights

No.	Type of violation	Standard penalty	Note
4.1	Unauthorized commercial use of the RoyalDS logos and branding	an order to stop the violation.	Potential legal proceedings; compensation for the damage caused
4.2	Placing advertisements for competitors on a car without the Organizer's authorization	Requirement to remove; failure to comply will result in non-admission to the start.	
4.3	Unauthorized broadcasting or filming for commercial purposes	termination of broadcast	Potential legal proceedings; compensation for the damage caused
4.4	Unauthorized use of UAVs	prohibition of staying in the territory of the Championship stage.	transfer of information to law enforcement agencies

Appendix No. 3. Media Release Agreement

Royal Drift Series, hereinafter referred to as the “Organizer,” and the Driver (Full Name) _____, hereinafter referred to as the “Participant,” on the other hand, collectively referred to as the “Parties,” have entered into this Agreement as follows.

1. Subject of the Agreement

1.1. This Agreement governs the use of the Championship’s brand, the release of the Participant’s image, and any photos, videos, or other media produced in connection with the Royal Drift Series (the “Championship”)

1.2. By signing this Agreement, the Participant confirms their participation in the Championship and their consent to the rules set forth herein.

2. Image Release

2.1. The Participant grants the Organizer the right to use, without further approval:

- - photographs of the Participant and team members
 - – the likeness of the Participant and team members
 - - the voice of the Participant and team members
 - – interviews, comments, and statements by the Participant and team members recorded during the Championship
 - - images of cars
 - – the appearance of the cars, including livery and other design elements
 - – the full names, nicknames, and autographs of the Participant and team members
 - - team names and logos
 - – any other content related to participation in the Championship (hereinafter referred to as “Media Rights”)
- (hereinafter referred to as “Image Rights”).

2.2. The Rights are granted on a royalty-free, non-exclusive basis, without territorial or time limitations.

2.3. The Organizer has the right to use the Content provided for the following purposes:

- – To cover the Championship, including, but not limited to, live broadcasts



- To promote and market the Championship
- - To create posters, brochures, and other promotional materials
- - To create advertising and promotional content
- – To publish in mass media and on social media
- – To produce and sell official Championship merchandise
- - To produce documentary and promotional videos
- – To use the Content in advertising campaigns of the Championship’s partners.

2.4. These rights apply to both non-commercial and commercial use of the Content. The Participant agrees that the Organizer may use the Content without further approval or additional compensation.

2.5. The Organizer reserves the right to grant rights to use the Content to partners, sponsors, media partners, and contractors for the purpose of promoting the Championship.

2.6. The Organizer has the right to create commercial content and/or merchandise for its own purposes and to incorporate Content featuring the drivers and their teams into such content.

3. Broadcasts and Digital Platforms

3.1. The Organizer holds the exclusive rights to all television and online broadcasts of the Championship, as well as to all recordings of such broadcasts.

The Participant may use excerpts and recordings, provided that the Organizer is credited and the Organizer’s social media account is appropriately tagged.

3.2. The Organizer reserves the right to broadcast the Championship on any platform, including, without limitation, television, streaming services, websites, and social media.

3.3. The Organizer reserves the right to publish and distribute videos and clips of the Championship on any digital platform at its sole discretion.

3.4. The Organizer reserves the right to use excerpts from the Championship, including interviews, races, and other video footage, to produce short and long videos, promotional content, media projects, and archival content.

4. On-Board Cameras and Team Radio Communications

4.1. During the Championship, the Organizer reserves the right to record and use footage from on-board cameras installed on the cars, as well as audio of team radio communications.

4.2. The Participant agrees to the recording and use of:

- videos from on-board cameras
- - audios of team radio communications
- – other radio communications during the event
- – other technical audio and video recordings related to the

participation in the Championship.

4.3. The Organizer reserves the right to use the following content:

- on television and online
- - on streaming services
- - on video platforms and social media
- - in documentaries
- - in promotional videos
- - in media projects and behind-the-scenes videos
- - in the Championship's archival and historical content.

4.4. The Organizer reserves the right to edit the aforementioned Content, create excerpts from it, and use such excerpts in other audiovisual works related to the coverage and promotion of the Championship.

4.5. The Participant agrees that the Organizer may use the Content without further approval or additional compensation.

4.6. The Participant agrees not to interfere with the installation or operation of equipment used to record onboard video and radio communications, provided that such equipment is required by the Championship's Technical Requirements or Regulations.

5. Use of the Championship Name, Logo, and Media by Participants

5.1. The Participant agrees to use only the Championship's names approved by the Organizer in any published content. The acceptable names are:

- **Royal**
- **Royal Drift Series / RoyalDriftSeries**
- **RoyalDS**
- **ROYAL 汽车飘移中国系列赛**

The RDS abbreviation shall not be used.

We recommend using the Championship hashtags #royal #royaldrift #RoyalDS in social media posts.

The #rds and #RDS hashtags shall not be used.

Any other names, abbreviations, translations, transliterations, or distorted forms of the Championship's name shall not be used without the prior written consent of the Organizer.

This requirement applies to, but is not limited to: social media posts; article



headlines and bodies; hashtags; watermarks; images; video and photo content; live streams; and subtitles.

5.2. Participants have the right to use photo and video materials taken at the Championship for:

- - posts on personal and team websites
- - social media posts
- - media publications
- - personal and team media materials
- - reports for partners and sponsors.

5.3. Any published content shall credit the Championship. The credits shall include: the name of the Championship, a link to the Championship's official pages on social media (as specified in Section 5.1), and the Championship's hashtags. For example: Royal Drift Series, @royaldriftseries, #royal #royaldrift #RoyalDS

5.4. We also recommend crediting the authors of the official photos and videos.

5.5. The Organizer grants the Participant a non-exclusive, non-transferable right to use the official name, logo, and livery of the Championship (the "Championship Brand") solely to promote the Participant's performance in autosports, including in media publications, on social media, and in personal or team promotional content.
promotional materials.

5.6. The Participant agrees to use the Championship Brand in accordance with the Organizer's guidelines and branding rules.

6. Content Use Restrictions

6.1. Photos and videos taken at the Championship may not be used for advertising, promotion, or marketing of other competitions or events without the Organizer's written permission.

6.2. Photos and videos taken at the Championship may be used for advertising, promotion, or marketing of the Participant's or their Sponsor's products:

- Without further approval from the Organizer, provided they are used in connection with participation in, or support for participation in, the Royal Drift Series, and for the promotion of the Royal Drift Series.

- In any other cases, written permission from the Organizer is required.

6.3. The following is prohibited:

- - removing Championship logos from official content
- - altering content in a way that obscures its connection to the Championship
- - using content in a way that implies any connection between the Championship and third-party events.

7. Accidents and Incidents Coverage

7.1. In the event of accidents, technical incidents, or injuries to competition participants, the publication of any materials directly or indirectly related to the incident (including photos, videos, text messages, comments, and rumors) is prohibited until an official announcement by the Organizer.

This prohibition applies to: the media; pilots and team members; competition personnel (judges, stewards, technical and support staff); spectators, event guests, and bloggers; and any other persons in possession of information or materials regarding the incident.

7.2. The publication of content depicting serious accidents, injuries to the Participants, or medical assistance is permitted only following an official statement from the Organizer or with the Organizer's consent.

7.3. The Organizer reserves the right to request that such content be removed or that its publication be postponed.

8. No Media Resale Clause

8.1. Photos and video footage taken at the Championship may not be resold, licensed, or otherwise transferred to third parties for commercial purposes without the prior written consent of the Organizer.

8.2. This restriction applies, among other things, to:

- - The sale of photos and videos to the media
- - The sale of content to advertising agencies
- - The sale of content for advertising purposes
- - the transfer of materials to media platforms for compensation.

8.3. Any commercial transfer of rights to use the Content requires the Organizer's written permission.

9. Liability of the Parties

9.1. The Parties shall be liable for any breach of the terms of this Agreement in accordance with the laws of the People's Republic of China and the provisions of this Agreement.

9.2. The Participant is responsible for the actions of its agents, including team members, operators, photographers, social media managers, bloggers, media representatives invited by the Participant, partners, and sponsors.

9.3. The Participant agrees to communicate the terms of this Agreement to all persons involved in the creation and publication of media content related to the Participant's participation in the Championship.

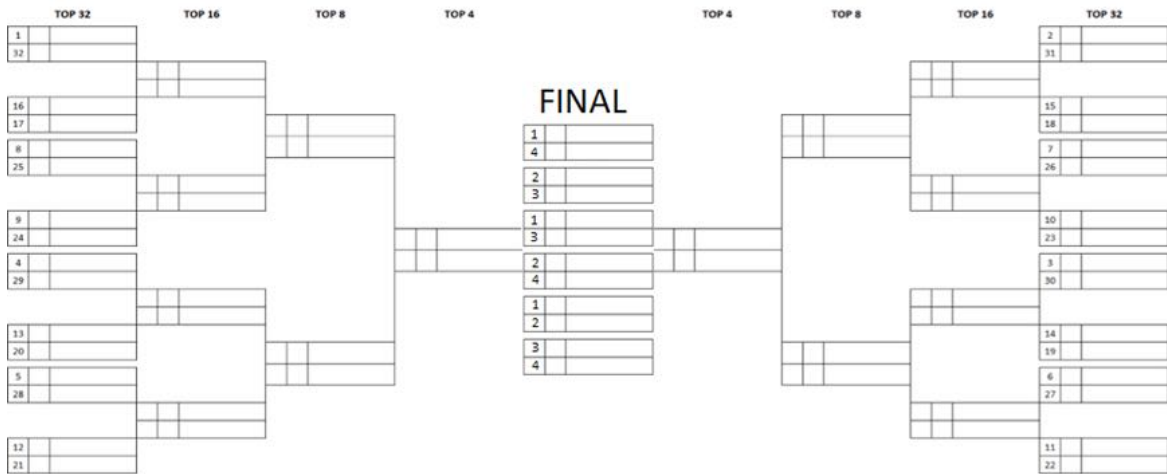
9.4. If the Participant or any person associated with them violates the terms of use for photos and videos, the Organizer shall have the right to:



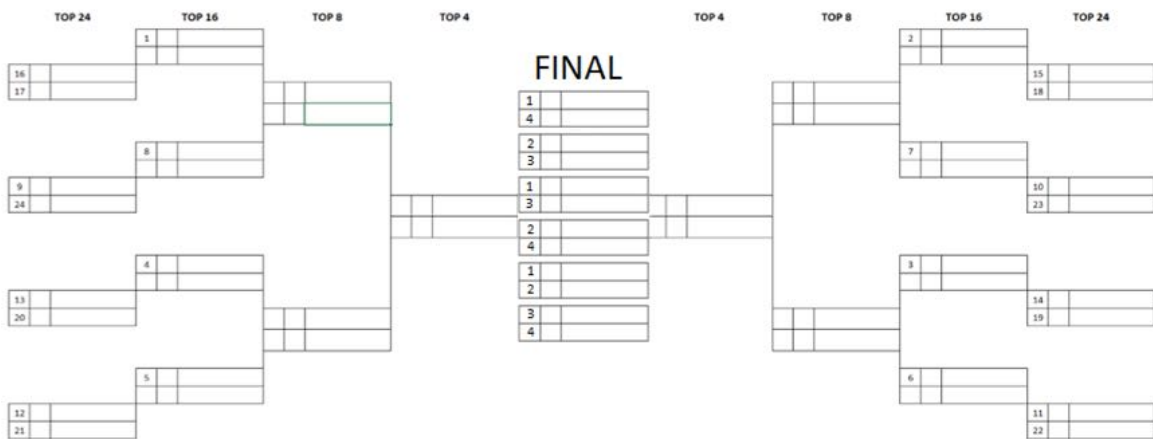
Appendix No. 4.

Tandem Races

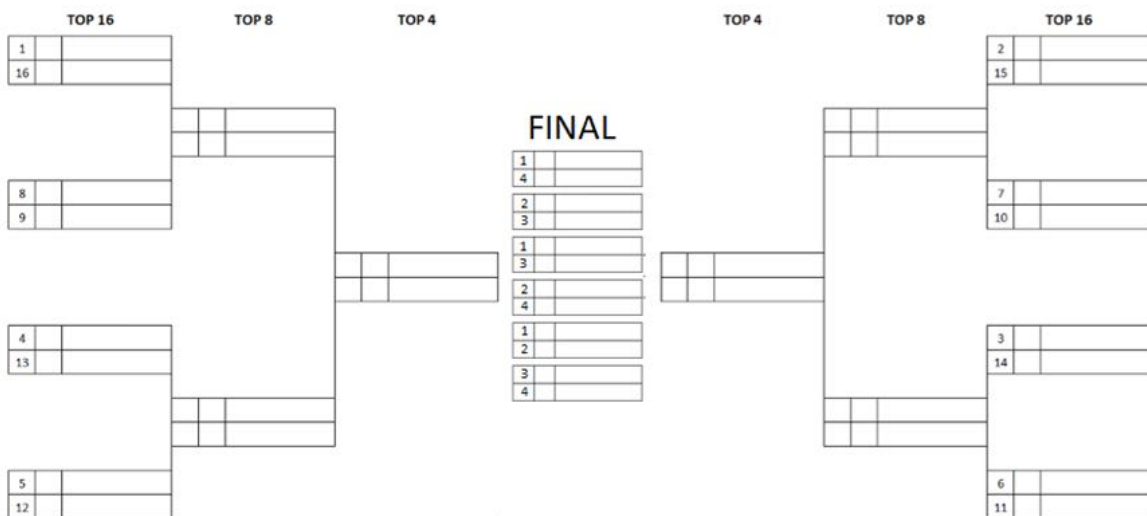
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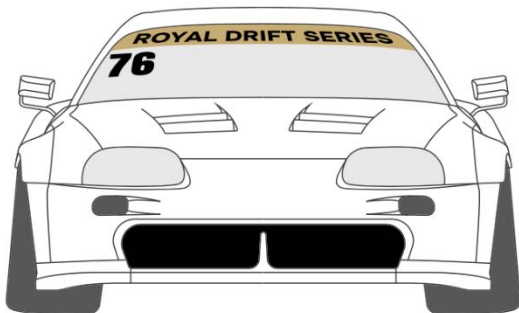
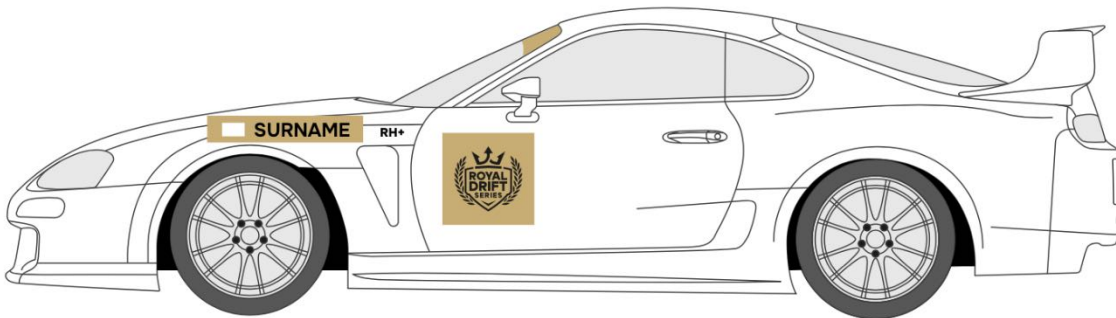
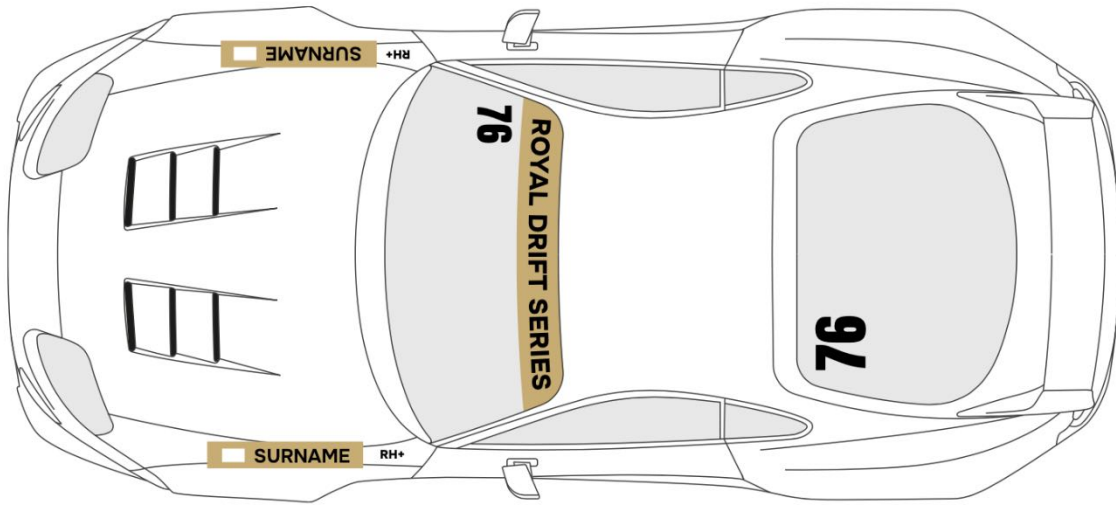
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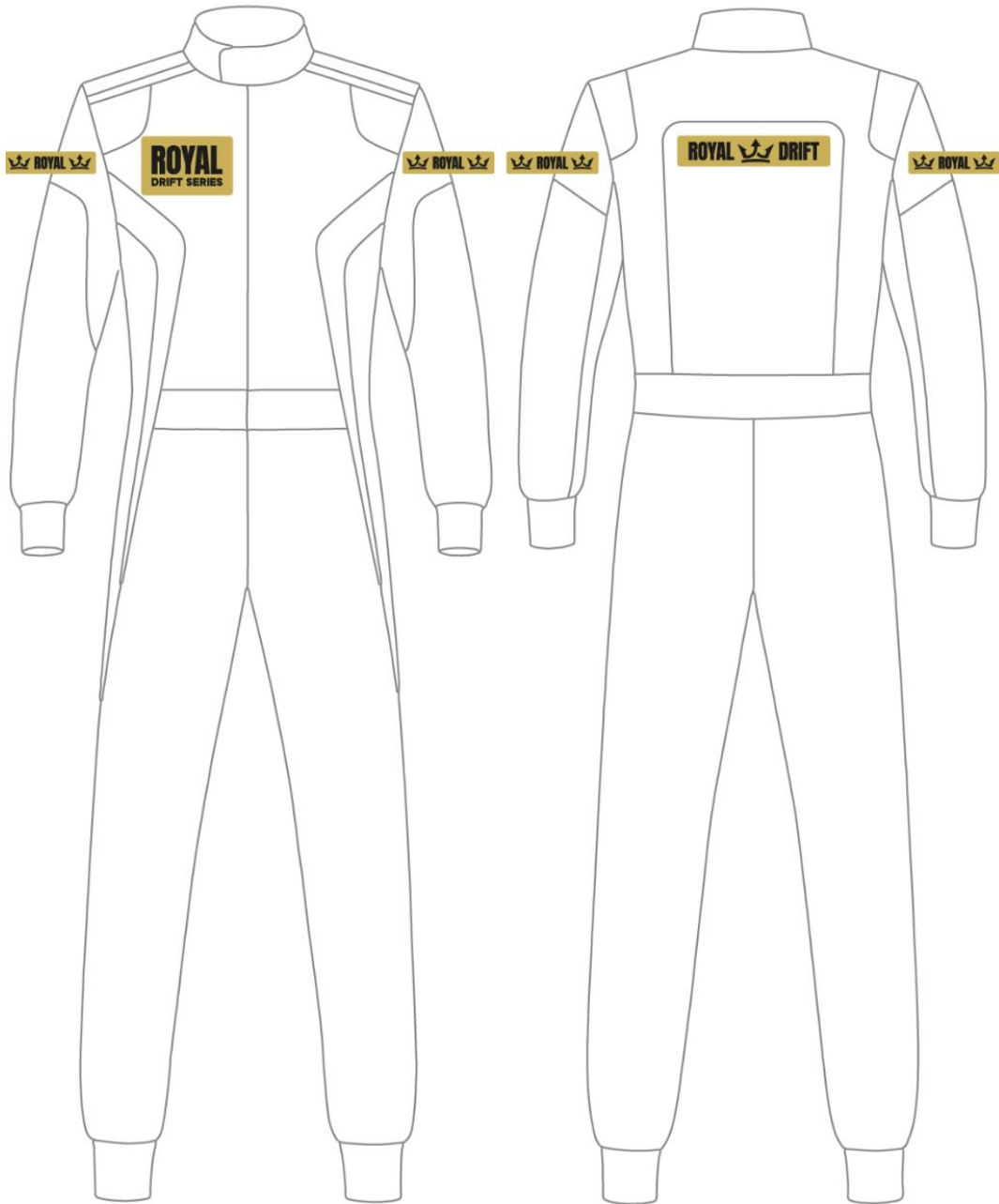


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Appendix No. 5. Arrangement of Required Stickers and Patches





200*40 mm



120*29 mm



120*77 mm

