



RULES OF JUDGING AND CONDUCT OF THE RACEGASMIC DRIFT CUP

INDEX

1. Order, behaviour and rules for participants
2. Track layout
3. Qualifications
4. Judging qualifications
5. Tandem competition
6. Judging the tandem competition
7. Deferral
8. Scoring of round
9. Timetable



Order, behaviour and rules for participants

The rules set out the rules and conditions that ensure safe competition. All persons present in the area and participants are obliged to follow the rules and instructions of the organiser and the officials. Staying in the event area is at your own risk. All persons present must maintain order and cleanliness.

- In the event of a delay in the registration of a driver both according to the previously known timetable and the actual programme on the day of the event, the registration will be processed subject to the availability of staff (registration, technical inspection, "breffing", etc.). In the event of a delay, the Organiser may, in accordance with the actual situation of the event, disable or refuse the registration, despite the already confirmed/paid "online" registration for the event.
- It is the responsibility of each team to ensure that their vehicles are roadworthy throughout the event after passing the technical inspection.
- It is the driver's responsibility to use the safety equipment in the vehicle correctly and at all times.
- For the technical inspection to pass, it is mandatory that the driver of the vehicle, or someone from the registered team, is present throughout the entire procedure and must cooperate with the staff if requested to do so.
- For the purposes of the ongoing competition, drivers are obliged to follow the corridors clearly defined by the officials at the drivers' meeting in the following order: Way to - "WARMUP BOX" - "WARMUP BOX" - START
- Drivers must be of legal age with a valid driving licence (or minors with a licence and present parent/guardian at the event).
- Drivers must not be under the influence of alcohol or other intoxicating substances. In case of suspicion, the organiser may order the driver to undergo a test and prohibit further driving.
- The driver must unconditionally comply with the organiser's instructions that apply to the entire event area (practice, qualifying, race).
- Seat belts must be worn.
- Only the driver may be in the car during the event.
- The driver may only drive onto the track with the starter's signal, valid for every start (practice, qualifying, race).
- The use of a floor protection against stains in the pits is compulsory.
- Speed in the pits and other asphalt/surfaced areas outside the track area presented by the officials is limited to the speed of a pedestrian.
- Tyre warm-up is only allowed in a marked area, the so-called "Warmup box".
- The driver is responsible for his actions and is liable for damages and injuries caused.
- The Event Organiser may disqualify a competitor/team from the competition/event area if he/she/they violates both the written and unwritten rules (i.e. dangerous acts (to the surroundings, spectators or participants of the event), violation of basic etiquette, etc.).
- At the Organiser's discretion, a technical inspection may be scheduled and carried out on any vehicle at any time in order to ensure safe driving.



Track layout

The organiser sets up the course together with the judges, marking it with elements to aid judging. The course or the elements for judging may be corrected on the day of the competition until the end of the practice sessions in case deficiencies are noticed during the practice sessions. Also, in case of force majeure, elements may be moved between qualifying and the tandem competition itself. In this case and in the event of rain, competitors have the right and possibility to test drive of track, as far as the actual schedule on the day of the event allows.

Elements:

- **Initiation Zone** - a box marked by 2 pairs of cones, within the marked box drivers start or "initiate" the sliding of the vehicle.
A marked position on the course which determines the latest possible start of the glide ^{or} "initiation". How far before the marked spot a driver may start sliding is determined by the referee at the drivers' meeting.
- **"Clipping point"** - inner or outer.
 1. Inner - a marking which the driver should touch (as close as possible) with the front of the vehicle or bumper.
 2. Outer - a marking which the driver should touch (as close as possible) to the rear of the vehicle or bumper.
- **"Touch&go"** - an area for which the same rules apply as for "clipping point", the difference is in the marking, which instead of being marked vertically with an object, is marked (painted) horizontally on the asphalt surface itself (usually a 1mX1m cube).
- **Outside zone** - a section of a curve/track marked with its start and end, defining the area in which the driver's rear end should be as close as possible to the outer edge of the ground, walls, fences, cones. The zone may be marked by cones, an actual drawn field on the carriageway surface itself, etc.
- **End of Course** - a prominently marked point (a painted line, a pair of opposing cones, etc.) on the course after which drivers will stop sliding shortly after that point, but not immediately. In the event that a driver deliberately stops skidding, with full force and by braking/reducing speed immediately after the line has been completed, such action may be considered dangerous to the participant and penalised.
- Exception* **Braking zone** - areas of the track where significant deceleration is allowed. The areas on the track surface itself are not necessarily marked, if they exist they are presented to the drivers in one form or another at the pre-event briefing.

The written instructions/explanations are merely guidelines to be followed by both drivers when driving and judges when setting the course. However, precise and clear instructions (layout of elements, driving style requirements and tolerances on individual sections of the course) on what is expected of each competitor are presented by the officials at each event at the drivers-only meeting prior to the first practice and qualifying session.



Qualifications

Qualification - in order of lowest to highest overall Cup standings, in the case of the first event of a new season, the order of the previous season will be taken into account. If the Racegasmic Drift Cup has been discontinued for more than one year and this has shuffled/changed the "pool" and skill of drivers, the order of drivers may be chosen randomly.

Driving goals:

- In the qualifying round, the driver drives on a set course.
- It endeavours to fulfil all the elements set out on course.
- It tries to cover the track at the highest possible speed and the maximum slip angle allowed by the vehicle.
- Initiation and the transitions between turns should be made with as much angular acceleration as possible.
- The end of the drift should be a gentle transition from a drift to a normal straight line ride.

The driver should use the above 5 requirements as a basis for the lap. Additional instructions, driving expectations and tolerances are presented by the officials at each event prior to the first practice session at the drivers' meeting. If there are any changes to the track, this will also be done afterwards prior to qualifying. Expectations vary depending on difficulty, course design and weather conditions.

Each driver has 3 laps to complete, the 2 best scores count for placing (**in case of time constraints, the judges may set different conditions, such as 2 laps, only the best score counts for placing**). Each driver may only use one pair of tyres for qualifying unless the judges decide otherwise at the meeting.

If a driver is more than 2 minutes late for the start, he/she will be moved to the end of the qualifying start list.



Judging qualifications

5 aspects of driving are assessed:

- 20 points - **Line**, judging the accuracy of the driving on the line set by the judges.
- 10 points - **Angle**, assessing the size of the angle of the glide over the entire course.
- 10 points - **Flow**, evaluating the ride for fluidity, smooth corner transitions and transitions. As the speed of the transitions increases, the continuity and controllability of the transitions should be maintained.
- 10 points - **Speed/aggressiveness**, assessing the initiation or start of the glide, whether it is sovereign and at maximum speed. Braking in deceleration zones without reserve, aggressiveness of corner transitions, etc.

The judging is done by 3 judges, each judge assesses all aspects of the ride and gives a score. The total of the scores forms an average which is also the driver's final score.

Maximum score for a run = 50 points.

Maximum qualifying score = 100 points (sum of two runs).

Rules/cases in which a driver gets an automatic 0 points in qualifying:

- Stopping to drift ("spinout", lack of power, misses a gear). In exceptional cases, stopping to skate is tolerated but will be penalised by deduction of points. In such a case, the judges shall clearly define at the drivers' meeting if there is a section of the track where a short stop of skidding is tolerated.
- A prolonged straight-ahead run, where the driver switches from a drifting technique to what is known as a "rolling burnout".
- Riding outside the line of the track, with two or more wheels (on gravel, over a line).
- Late for a qualifying lap (after the last lap of the penultimate driver, not on the grid for more than 5 minutes.)



Tandem competition

After the qualifying heats, the tandem races will start, depending on the structure of the race and the number of drivers, the drivers can be placed in the following size structures - **TOP 8**, **TOP 16** or **TOP 32**. The drivers for the tandem heats, or pairs, will be arranged according to the system of opposite positions in the qualifying grid: (1st vs. 16th ; 2nd vs. 15th ; 3rd vs. 14th ; 4th vs. 13th, etc.).

A tandem fight consists of two heats, the first heat is led by the higher qualified driver, followed by the lower qualified driver. After the first heat, the order is reversed, the lower qualifier leads, the higher qualifier follows. The judges shall determine the winner of the fight and he/she shall advance to the next round.

In case of both runs being identical, a one-more-time rerun will take place, in the event of a rerun both drivers will have 10 minutes to prepare a tandem rerun.

If all drivers do not have a pair, for **example**: the number of drivers is 15 and the competition structure is set at TOP 16, those without a pair will do a "by-run" - do a solo run.

Objectives/goals of tandem driving:

- The leading driver is aiming to complete his best qualifying lap.
- The following driver aims to follow the same line, angle and speed as the leading driver.
- Overtaking is only allowed in the event of a "spin-out" or similar major error by the leader and would otherwise result in a collision.

Judging the tandem competition

The tandem competition is judged by 3 judges. Each judge shall score the lead and follow rides on a scale of **1** to **10**. The score given by the judge shall be the total score of all factors/aspects of the ride, which shall be the same as for the qualifying rides in the case of the lead. However, in the evaluation of the follower, in addition to the classical aspects of the ride, "**distance**" is added. Overview of aspects:

Scoring for the leader:

- 40% - **Line**
- 20% - **Angle**
- 20% - **Flow**
- 20% - **Speed/Aggressiveness**

Scoring for the chaser:

- 20% - **Line**
- 20% - **Distance**
- 20% - **Angle**
- 20% - **Flow**
- 20% - **Speed/Aggressiveness**

After the heats have been scored, each judge will add up the scores of the two heats and give the winner, if the scores are tied by more than one judge, then there will be a replay.

Exact and additional ride expectations and tolerances shall be expressed by the judges on the day of the event at the drivers' meeting. Expectations will vary depending on difficulty, course design and weather conditions.

A graphical representation of the basics of assessing the chaser:

Ideal chase

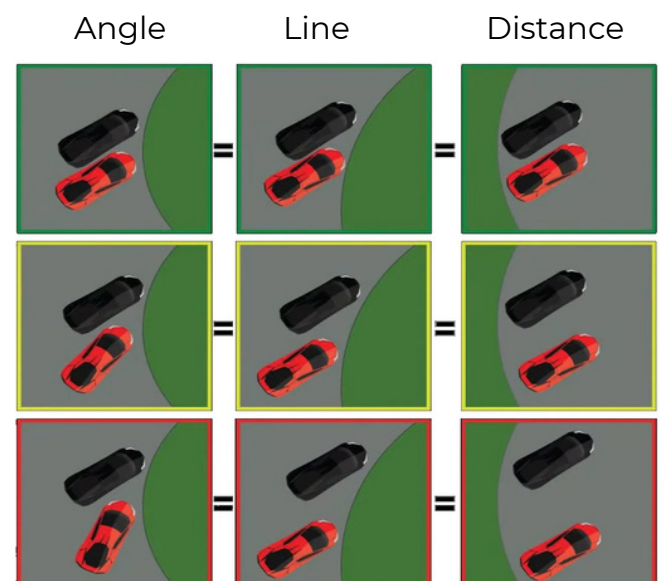
The following car, following the identical angle and line, slides behind the lead car at the minimum possible distance, without compensating with either angle or line.

Compromise chase

The following vehicle, compensate by angle for closer distance/compensate for line or distance for equal angle/compensate for distance for equal angle and line. In all cases the compensations shall be equivalent for evaluation.

Weak chase

Examples of inferior position of chases which are equivalent to each other in terms of errors.





Judging the tandem competition

Rules/cases in which the driver gets an automatic 0 points:

- Stopping skidding ("spinout", lack of power, misses a gear). Exceptionally, stopping skidding is tolerated but is penalised by loss of points. In such a case, the judges will clearly define at the drivers' meeting if there is a section of the track where a short stop of skidding is tolerated.
- A pronounced longer straight run, where the driver goes from a skidding technique to what is known as a "rolling burnout".
- The following car will be 6 car lengths or more behind the leading car.
- Driving outside the line of the track, with two or more wheels (on gravel, over a line).
- Misses a tandem lap (5min).



Deferral

Throughout the event, each driver is entitled to two 5-minute delays just before the start. The first delay applies to the qualifying time, the second delay applies to the tandem time. The purpose of the delay may be for quick repairs, adjustments to the vehicle.

- The 5 min delay lasts from the moment the vehicle leaves the service area until the moment the driver is in the vehicle and drives back to the start, only the event staff has the right to measure the time of the delay, and during the delay they will inform the team when the delay is about to end.
- During a tandem event, only the vehicle benefiting from the delay is allowed to enter the service area, the other vehicle must wait near or on the start line.
- A driver may pass his deferral to another driver, but only to the driver with whom he is driving a tandem. This will increase his time for repairs to 10min.
- Exceeding the grace period will result in a score of 0 points for that lap.
- After the starter's signal, the grace period can no longer be used for a given lap.
- If the vehicle is not repairable within the grace period, the competitor is disqualified in the case of tandems, and in the case of qualifying, he is moved to the last place on the starting qualifying list if he has not completed all the heats.



Scoring of round

Točkovanje kvalifikacij	
Pozicija	Točke
#1	20
#2	17
#3	14
#4	12
#5	8
#6	7
#7	6
#8	5
#9	4
#10	3
#11	2
#12	1
#13	1
#14	1
#15	1
#16	1

Točkovanje tandem tekmovanja, število točk glede na krog tekmovanja						
Top 16	Top 8	Top 4	Zmagovalec	Top 4	Top 8	Top 16
32			100			32
32	48				48	32
32	48		Finale		48	32
32		64	80	64		32
32		64		64		32
32	48				48	32
32	48				48	32
32						32

3rd place: 72 points



Timetable

Sample schedule of events

Saturday:

- 8.00-9.30 Check-in, Technical inspection
- 9.30-10.00 Drivers' meeting
- 10.00-14.30 Free practice & Drift-Taxi
- 14.30-16.00 OEM+ Qualifying
- 16.00-16.30 Drift Taxi
- 16.30-18.00 Unlimited Qualification

Sunday:

- 9.30-10.00 Drivers' meeting
- 10.00-14.00 Free practice & Drift-Taxi
- 14.00-16.00 Top16 OEM+
- 16.00-16.30 Break
- 16.30-18.30 Top16 Unlimited
- 18.30 Award Ceremony