

DRIFT JUDGE AND DRIFT JUDGING CRITERIA

BALTIC DRIFT CHAMPIONSHIP

ESTONIA-LATVIA-LITHUANIA

DRIFTING

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course marked by clipping points, clipping zones and touch & go areas. Judges dictate the desired line throughout the course, highlight specific areas of importance and determine the score each driver earns as they attempt to qualify for the main competition. Once drivers have earned their position in the competition bracket, drivers compete against each other two at a time on the same course. Judges determine the winner and which driver moves onto the next bracket.

Drifting is a Competition in which Drivers compete by aiming to accurately follow a pre-determined Course. Scoring will be done by Judges, based on a combination of line, angle, style and speed. Drifting can take place on either permanent or temporary

Closed Courses, with two forms of Competition permitted:

- **Solo Drifting**, often used for qualifying, will see Drivers compete one at a time to set as high a points score as possible, and / or
- **Tandem/battle Drifting**, will feature two Drivers at the same time over a minimum of two runs. Each Driver will take the opportunity to be the leading vehicle for one run and the chasing vehicle for the other. The leading Driver's objective will be to replicate what would be a perfect qualifying run, while the chasing Driver's objective will be to mirror the run of the leader while maintaining as close proximity as possible. The Judges will determine the winner of each tandem/battle by comparing their performances across both runs (and any further runs as may be ordered).

JUDGE (Drifting Only)

The Judge(s) are responsible for scoring the performance of each competitive run following a pre-agreed and defined criteria of Line, Angle, Style and Speed. Judges should be able to utilise any tools available to them when determining scores, but the Human Judge must always make the final determination of scores, rather than be subservient to any electronic Judging systems. The Judge(s) are involved only in the scoring

element of the competition, with the Clerk of the Course and/or race Director responsible for the safe running of the competition.

A drift judge has the right to:

- Be treated with respect and courtesy by the event staff, the competitors and their teams
- Receive the latest rulebook and sporting regulations and follow up them
- Work in a comfortable, safe environment during event weekends
- Be present at all driver briefings
- Be compensated for their work
- Attend all official drifting functions in ASN
- Have input in the creation of the rulebook and sporting regulations and communication with local drifting group and organizers

Responsibilities of a drift judge:

- Have valid Drift judging licence
- To have thorough knowledge of the judging and sporting regulations you are working with
- To be punctual at each round of competition as well as for all staff and driver briefings
- To act in a professional manner with all drivers, teams, sponsors and fans
- To wear the provided staff clothing and required pant and shoe styles/colours (if that's given by organizer our ASN)
- To be willing and able to assist in track setup and painting, if required, at each event
- To participate in all driver's meetings in any capacity needed
- To judge each event with an impartial, unbiased attitude towards all teams, competitors and sponsors
- To keep records of qualifying scores as well as judging decisions and results during tandem competition
- To be available to analyze and verify qualifying results and scores prior to their being released to the public
- Be available to discuss all judging requirements, results and rules with competitors throughout each event weekend
- Be available to discuss all judging decisions, results and outcomes with drivers, spotters and team members via email after each event weekend

TERMINOLOGY

Angle - The difference between the course direction and the direction in which the vehicle is pointing.

Bye Run - Bye Run is a non-judged qualifying run to prove that the mechanical condition of the vehicle is ready for competition.

Chase - The vehicle that follows at the beginning of a tandem battle.

Chaseable Lead - A chaseable lead run is a run that gives the chase driver a fair chance to fulfill their responsibilities. A chaseable lead involves the following:

1. The lead driver maintains the dictated pace throughout the course.
2. The lead driver generally adheres to the decel map,
3. The lead driver fills the majority of the outside zones and hits the inside clipping points.
4. The lead driver dictates and expresses control throughout the entire course. Please note that a chaseable lead is not only required in tandem competition, but also during each driver's qualifying runs. Failing to do the aforementioned may result in judging penalties.

Chicane - Is offset in the lead vehicle's lane outlined with cones to make it visible to all drivers. The chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. Collision - is defined as when a vehicle touches another vehicle and/or part of the course and is interrupted in line and angle.

Commitment - How consistent a driver can be while negotiating the course in terms of throttle application, maintaining pace and using momentum to fill outside zones and touch & go areas. Commitment also refers to the level of confidence and dedication displayed by the driver when approaching course edges and course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.

Contact - Is defined as when a vehicle touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle.

Correction - When a driver uses the hand brake to adjust the angle or the line of their vehicle when either are poor.

Driver Briefing - A time when all of the drivers competing in an event must convene at one location to receive vital safety, competition, judging and scheduling information pertinent to the event in question. Driver briefings are mandatory and must be attended by the driver and one team member, with the driver being fully suited.

Fluidity - refers to the rotation of the vehicle on its own axis during initiation and transitions between turns. Ideally the rotations should be quick, smooth and accurate. Once at angle, the vehicle should

remain settled and in control until the next transition.

Inside Clipping Point - A point on the course, generally on the inside of a corner, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to pass by the cone with their front bumper as closely as possible to receive a score from the line judge, while the angle judge will score each vehicle's angle as it passes by each of the clipping points on-course.

Initiation - The act of breaking rear wheel traction while increasing the angle of the vehicle in relation to its direction of travel, while adding counter-steer to maintain the angle attained. Techniques include clutch kicking, pulling the hand brake, weight transfer, and a combination of two or more of these techniques.

Judges - There are 3 official drift judges that attend each round of competition. Each judge is responsible for one aspect of the judging criteria (line, angle or style) during qualifying; these responsibilities rotate among the 3 judges throughout the season. The judges are responsible for relaying the desired line, angle and style requirements to the drivers during the driver's meetings, which they then use to dissect each qualifying run. During tandem battles, they watch both lead and chase drivers compete against one another to determine a winner.

Latest initiation point - The point at which the vehicle must be sideways. It is marked by single standing cone in the "3, 2, 1" cone sequence.

Lead - The vehicle that is leading at the beginning of a tandem battle.

Line - The ideal trajectory to be driven by the competitors throughout the course as described by the judges during the driver's meetings. The ideal line will be indicated with clipping points, clipping zones and touch & go areas throughout the course.

One More Time (OMT) – Occurs due to lack of a majority vote from the judges. The tandem battle that received the OMT vote from the must run the tandem battle again until the result is a majority vote decision. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.

Opposite Drift - When a vehicle attains angle in the opposite direction of what is stipulated for that area of the course.

Outside Zone - An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to place the rear of their vehicle in between the cones for the length of the zone while in drift to receive a score from the line

judge, while the angle judge will score each vehicle's angle as it passes by each of the clipping zones on-course.

Pass - When a chase vehicle goes by a lead vehicle during a tandem battle. A pass is only considered legal if it was performed at a clipping point, the lead vehicle was offline and if the chase vehicle remained on the line stipulated in the driver's meetings. The pass is considered complete once the chase vehicle has fully passed the lead vehicle.

Proximity - A term used in tandem competition that is generally applied to the distance between the Lead vehicle and the Chase Vehicle.

Qualifying - To determine the competition order at each event, drivers must complete two non consecutive single-vehicle runs on the course in reverse order of current rank in the Championship. Drivers are judged based on their ability to demonstrate a mastery of the line, angle and style requirements as described in the driver's meetings at each event.

Restart - Restart is used for chicane or start line violations. Restart is relayed to the drivers via a flagger or restart light. Upon a restart driver's return to the start line in the same positions and rerun the halted run.

Run - A run of a drift course, whether in qualifying or tandem competition.

Sighting lap – A non-judged run which allows drivers to gauge the changes in course condition. Commonly used when the course condition changes from dry to wet without a previous wet practice session. Immediately following the sighting lap will be a qualifying or competition run. If the vehicle cannot immediately make the qualifying or competition run, a Competition Timeout will be called if they choose not to forfeit that run.

Straight - When a vehicle loses angle to the point that it is traveling in the direction in which it is pointing and the driver must reinitiate to continue drifting.

Style - Style is comprised of 2 separate criteria: Fluidity and Commitment.

Tandem - When two vehicles are drifting on the course simultaneously.

Tandem Battle - Each tandem battle consists of 2 runs, giving each driver the opportunity to be in both the lead and chase positions. For the first run, Driver A is in the lead position, with Driver B in the chase position. The second run consists of Driver B in the lead position and Driver A in the chase position. During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. 10

Touch & Go - An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and may be used as a reference for both the line and angle

judges to judge competency in their respective criteria. Unlike an outer clipping zone, which needs to be filled entirely by the rear of the vehicle, a touch & go area only requires the driver to briefly “touch” the area between the cones with the rear of the vehicle, as the name implies.

Transition - The act of rotating a vehicle from a high degree of angle in one direction to a high degree of angle in the opposite direction without stopping the rotation at any point in between.

Unchaseable Lead - An unchaseable lead run does not give the chase driver a fair chance to fulfill their responsibilities.

An unchaseable lead run may involve some or all the following:

1. The lead driver varies pace unpredictably or not as described on the course.
2. The lead driver does not adhere to the decel map, whether due to driver error or vehicle malfunction or trying to get away from the chase driver by cheating one or more of the lead driver responsibilities.
3. The lead driver missing the majority of the outside zones and/or inside clipping points.
4. The lead driver is out of control or erratic throughout the course.

Please note that a run can be deemed “unchaseable” in qualifying just as it can in tandem competition.

Additionally, an unchaseable lead can be more consequential to a lead driver in tandem if the chase driver is within relative proximity and affects (or seemingly affects) the chase driver.

An unchaseable lead is always a negative for the lead driver, but the degree to which the judges apply judging penalties can be/or will be dictated by the actions that affect the chase driver

DRIVER BRIEFINGS

The driver briefing is a vital part of a drifting competition during which the judges convey all of the pertinent event information to the drivers and teams. A clear and concise delivery of the facts is required, without omitting any information. To ensure that nothing is omitted, the lead judge should have a copy of the briefing checklist on-hand during the meeting. Where a projector or TV screen is available, a powerpoint presentation should be utilized. If no TV or projector is available, the judges should utilize a white board to draw a course outline.

QUALIFYING

Qualifying scores will be awarded based on a combination of the four criteria below (allocated points are a recommendation):

- **Line – 40pts**
- **Angle – 30pts**
- **Style (commitment and fluidity) – 30 pts**

Judge 1 will be responsible for awarding the points for Line for each car. Judge 2 will be responsible for awarding the points for Angle of each car. Judge 3 will be responsible for awarding the points for both Style and Speed for each car.

The allocation of points shall be set before the Judges before the start of each event and may vary from event to event, but must always total to a maximum possible score of 100. Speed can only be used as a scoring criteria when there is an accurate method of measuring speed available.

QUALIFYING JUDGING CRITERIA

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes.

Driving at the high difficulty level described by the judges, the driver is showing their level of car control. Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

LINE

Drivers will be judged on their ability to adhere to the line stipulated by the line judge during the driver's briefings. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be divided into by sectors (see Figure 3) at each track.

Line judge also gives deductions for wheels off the track:

One wheel off the track:	Two points deducted for each offence.
Two wheels off the track:	Five points deducted for each offence.
Three wheels off the track:	Ten points deducted for the first offence. If repeated during the same run, zero Line points will be awarded for that run.

Four wheel off the track:	Zero points

Further deduction examples:

- Missing zones & clips
- Partially filling zones

ANGLE

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the angle judge during the driver's briefings. Angle points will be divided into sectors (see Figure 3) at each track.

Deduction examples:

- Lack of angle
- Corrections
- Double initiation

STYLE AND SPEED

Style is separated into two components; Commitment and Fluidity. Speed can also be separated into two components; initiation speed and average speed throughout the run.

Commitment

- Consistent throttle application.
- Maintaining pace throughout - using momentum to fill zones and the width of the course.
- Make it look exciting - approach barriers and track edge with confidence.

Fluidity

- Smooth rotation during transition.
- Lock to lock angle.
- Car is settled and flows through the course smoothly.

Deduction examples for Style or Speed:

- Off or partial throttle prior to initiation.
- Initiating beyond latest initiation point.
- Slowing outside deceleration zones (As per Figure 4).
- Timid approach to walls or course outlines.
- Slow rotations.

- Stepped rotations (controlling the steering wheel to add small amounts of angle at a time).
- Inaccurate rotations (achieving degree of angle, then adding or subtracting angle).

ZERO POINTS IN QUALIFICATION

Zero (0) points will be awarded for a qualification run if any of the following occur:

- A spin of a car between the start and end of a scored section of a track,
- Leaving a scored area of the track by all four wheels,
- Not initiating drift,
- Stopping car before finish line,
- Major straightening,
- Opposite drift (Drifting with the opposite angle required at that point on course), or,
- Hood and/or doors opening during a run. .

A Driver who will score two zero (0) points in qualification will not be permitted to participate to the battles.

TANDEM BATTLES

Following qualifying, the main part of the Competition will follow a knock-out format during which two competitors compete in tandem, known as a Battle.

The driver is obliged to compete in each Tandem Battle with the same car he has qualified with.

ELIMINATION FORMAT

The qualified drivers are placed into a standard bracket based on their qualifying position, usually a Top 32, Top 24 or Top 16.

The tandem battles consist of two head-to-head runs per battle, with the winner advancing to the next level of the bracket. The higher qualifier in each Battle will always be lead car for the first run.

If a car is broken or unable to pull to the line for the battle, the remaining car must make a "Bye Run" to be able to move on in the competition. The Bye Run is a non-judged qualifying lap to demonstrate that the car is mechanically ready for competition.

In the event of a tire de-beading on the course, the car will not be permitted to continue with that tire. Rear Tire changes will not be permitted during Competition Timeout unless de-beading has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs. In the event that a front tire has become damaged, the Clerk of the Course and/or Race Director may allow that car to change the damaged front tire in order to conduct their run.

The driver is obliged to arrive at the start area within the specified time limit. In the event that the driver does not appear for their run, that run will be launched without their participation and thus their participation in the battles ends.

TANDEM JUDGING CRITERIA

The Judges will look for which driver performs better in the tandem battle. The Judges will watch both Run 1 and Run 2, comparing both lead runs to each other another and both chase runs to each other, allowing them to determine which driver won in each position. If the Judges are unable to determine a winner from these two runs, they can request for that a One More Time (OMT) is called. If the Judges cannot make a decision from the OMT then they will look at Runs 1 and 2 to determine the winner (if a winner is still not found, the higher qualifier will proceed in the competition).

Unless stated otherwise by the event organisers, during the Semi- Finals, only 2 OMTs will be permitted, but during the Final and third place match (if applicable), there will be no limit to how many OMTs may be called.

In the event of two unrelated incompletes from both drivers on one of the runs, that battle can be decided on a run where both drivers were able to successfully complete their respective task. In this case the battle will be determined by a lead to chase evaluation, where judges will choose a winner of the battle.

LEAD DRIVER GOALS

- a) Perform the equivalent of a 100 point qualifying run,
- b) Fill all zones while on the designated line while achieving a high rate of angle,
- c) Maintain momentum and only slow down if in a designated Deceleration zones, and,
- d) Perform a chaseable lead run.

A Chaseable lead run will have filled the zones, attained the inside clipping points and maintained a consistent speed and/or slowed/braked in the proper areas, giving the chase driver a reasonable opportunity to chase and mimic with good proximity. The leader has the right to choose the speed of the drift, which must correspond to the character of the track and previous runs in qualification and practice.

An Unchaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift. An unchaseable lead is always negative for the lead driver, but the degree to which judges apply judging penalties can/will be dictated by the actions that affects the chase driver.

CHASE DRIVER GOALS

- a) Initiate no later than the latest initiation point,
- b) Maintain close proximity to the lead driver with as much duration as possible,
- c) Match or better the lead drivers angle, and,
- d) Mimic the lead driver's transitions and line throughout the course.

The chase driver's goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the latest initiation point, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. A chase driver that does not establish and maintain proximity may be at a disadvantage.

DECEL MAP

The Decel Map (Figure 4) provides a graphical representation of the course where the judges would like to see the lead car on-throttle and off-throttle/braking. Lead runs that do not conform to the graphical representation of the course will receive deductions. The Decel Map will be used to ascertain fault in tandem collisions.

INCOMPLETE TANDEM RUNS

If a driver makes any of the following mistakes during a tandem run, the driver will not receive a score for that run, which will therefore be considered as an incomplete.

The following constitute an incomplete in tandem:

- Spinning Out,
- Opposite drift (Drifting with the opposite angle required at that point on course),
- Major straightening,
- Hood and/or doors opening during a run,
- Collision with the other driver that is considered “avoidable” or unsportsmanlike,
- A chase driver intentionally not chasing the lead driver after an incomplete was scored on the previous run,
- Three consecutive restarts, resulting from errors,
- Performing an Illegal pass (results in an incomplete for the chase driver),
- Getting legally passed (results in an incomplete for the lead driver), or,
- Lead or Chase driver is not fulfilling the goals set for Lead (unchasable lead) and Chase (inactive chase).

When a lead driver gets an incomplete, the run is over and the chase driver is not required to continue drifting for safety reasons. When a chase driver gets an independent incomplete, the lead driver is responsible for completing the course. If the lead driver does not complete the course in this situation, they may also be given an incomplete. If a driver in either position is deemed at fault for causing another driver to incomplete, the car at fault will inherit the other car's incomplete.

PASSING

Passing of the lead car by the chase car is only permitted in Tandem battles when all four of the following conditions are met:

- The lead driver must be offline or completely off course,
- The chase driver can only pass on an inside clipping point,
- The chase driver can only make pass on the inside of the lead driver, and,
- The chase driver becomes the lead driver once the chase car has fully surpassed the lead driver's car.

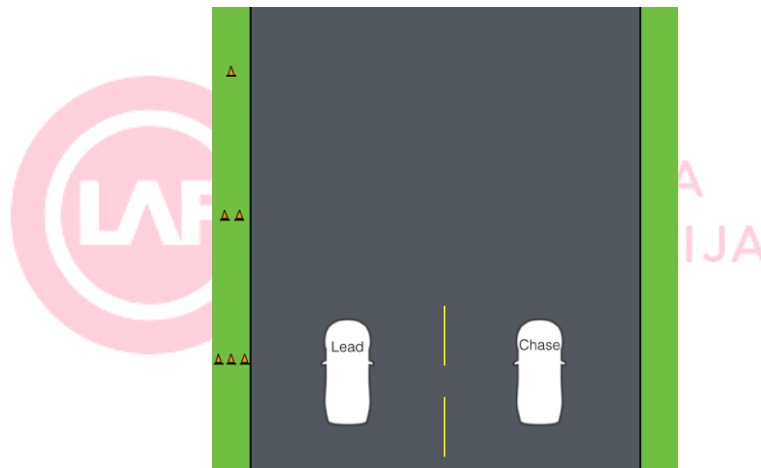
Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the car that was passed will receive an incomplete on that run.

TANDEM INITIATION PROCEDURE

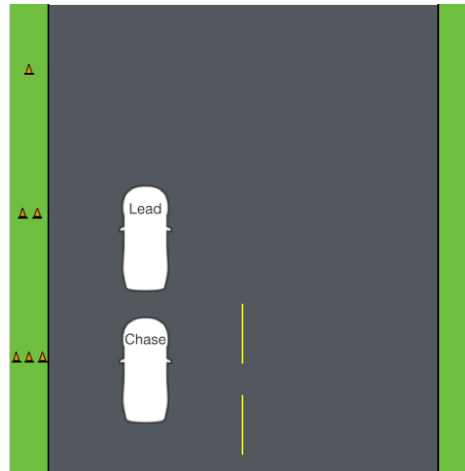
The point of initiation will be clearly marked on the course, with two lanes also marked on the course. The lead driver may use a “flick” to initiate, but must always remain in their lane (not touching the dividing line at all) while doing so.

The chase driver may follow either of the following two procedures for their initiation:

- SIDE BY SIDE - The chase driver can choose to initiate immediately beside the lead driver within the full width of the chase car lane. The car must not cross the centre line until the end of the lane markings. This will end an appropriate distance from the latest initiation point. This will give the lead driver the full width of the lead car lane to initiate, while giving the chase car the opportunity to maintain proximity and also time to get positioned for an initiation before the latest initiation point.



- SINGLE FILE - The chase driver can also choose to initiate behind the lead driver. In this case, the chase driver can remain in the same lane as the lead driver with as much proximity as the chase driver can achieve while staying behind the lead car. The lead driver has the full width of the lead car lane to initiate in any manner desired, as the chase car must stay behind the lead car until the lead car has initiated.



Violations of side by side or single file initiations may result in a restart or a point deduction from the judges. On some tracks the judges may decide to enforce only one initiation procedure. In such cases, this will be clearly communicated at the first drivers briefing.

TANDEM COLLISIONS AND CONTACT

Car contact in drifting is something that is accepted as part of the sport, however, collisions of cars while in head-to-head battle requires specific rulings and guidelines as follows:

LEAD CAR

If the lead car loses drift, goes off line or unnecessarily reduces speed in tandem and the chase car hits the lead car, the lead car may be deemed at fault for the collision.

CHASE CAR

If a Chase driver has a collision with a lead driver while they are fulfilling their lead driver goals, then the Chase driver will be deemed at fault.

DAMAGE DUE TO COLLISION

Once a collision has occurred, the Judges will ascertain fault. In some cases, damage sustained to the cars may require time to repair. Only the driver not at fault may request up to 10 minutes to repair their car.

RUN 1 COLLISIONS

If a car cannot be repaired after a collision and was deemed not at fault during the incident, the Chief Scrutineer and/or Technical Delegate will verify that indeed the car is not repairable in time for the second run of that battle and pass the information to the judges, who will declare that driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two laps of the battle, he will not move on in competition.

If the case above occurs in the final battle, the Clerk of the Course and/or Race Director have the right to permit additional time for repairs up to a maximum total of 20 minutes, in order to allow the Competition to be completed.

If both the lead car and the chase car wreck on the first run of the battle and are unable to continue due to excessive damage, with no driver deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher qualifying position.

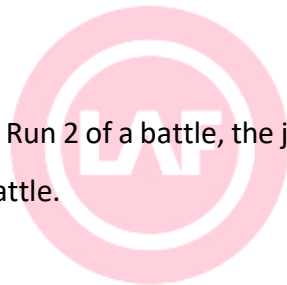
RUN 2 COLLISIONS

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead car and the chase car wreck on the second run of the battle and are unable to continue due to excessive damage, with no driver deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of that battle. In case of even scoring, the winner of battle will be determined based on the higher qualifying position.

Should the cars have contact, that may or may have not affected either driver or may have not been either drivers fault, the Chief Scrutineer and/or Technical Delegate may need to inspect both cars for safety reasons and determine as to whether or not the car(s) remain safe and fit for continued competition.

In the above scenario, if the result leaves either driver with a tire puncture or wheel damage, the Chief Scrutineer and/or Technical Delegate may request that both drivers change their tires and/or wheels in order to ensure that one driver does not receive an advantage over the other driver.



DRIETA
KOMISIJA

CAR SERVICE DURING TANDEM

Competition cars cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, and fuelling.

TANDEM REPLAYS AND TELEMETRY

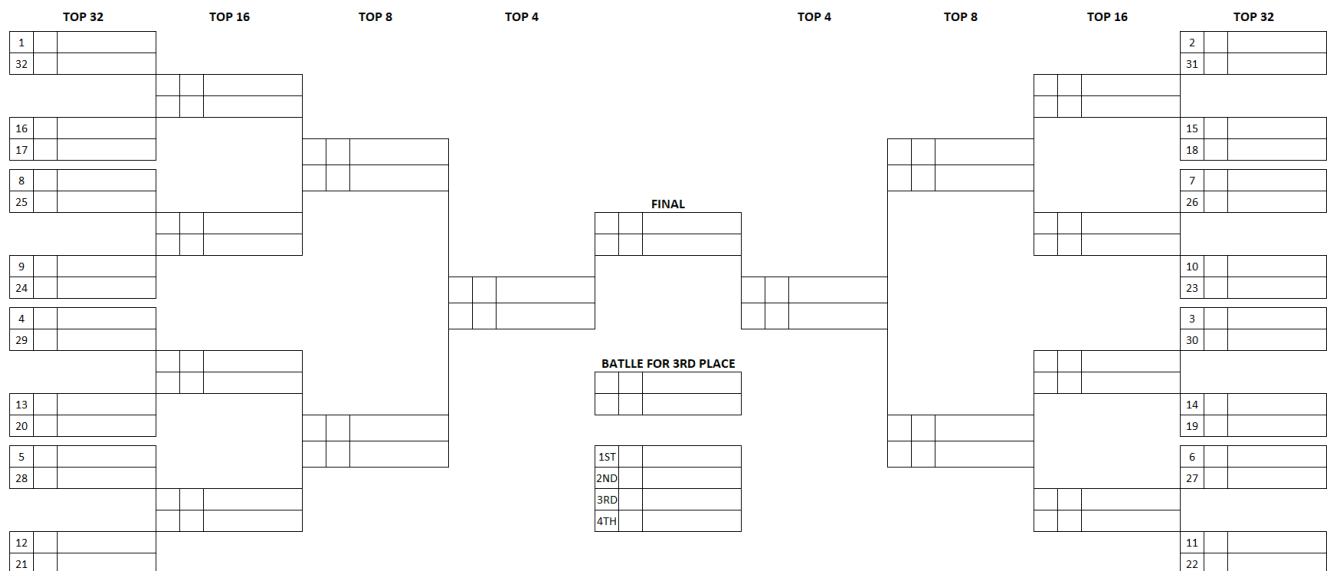
When such technology is available, a video replay should be shown to the Judges after each battle run. An event's timetable should be created to accommodate this within its schedule.

All judging is done from the designated judging stand, which should be placed in a location so as to give the maximum view across the course. If a clipping point is not visible from the judging stand, an additional system must be available for that point. This could be something as simple as a marshal with a flag to communicate if a clip has been made, or a technological solution such as video or telemetry.

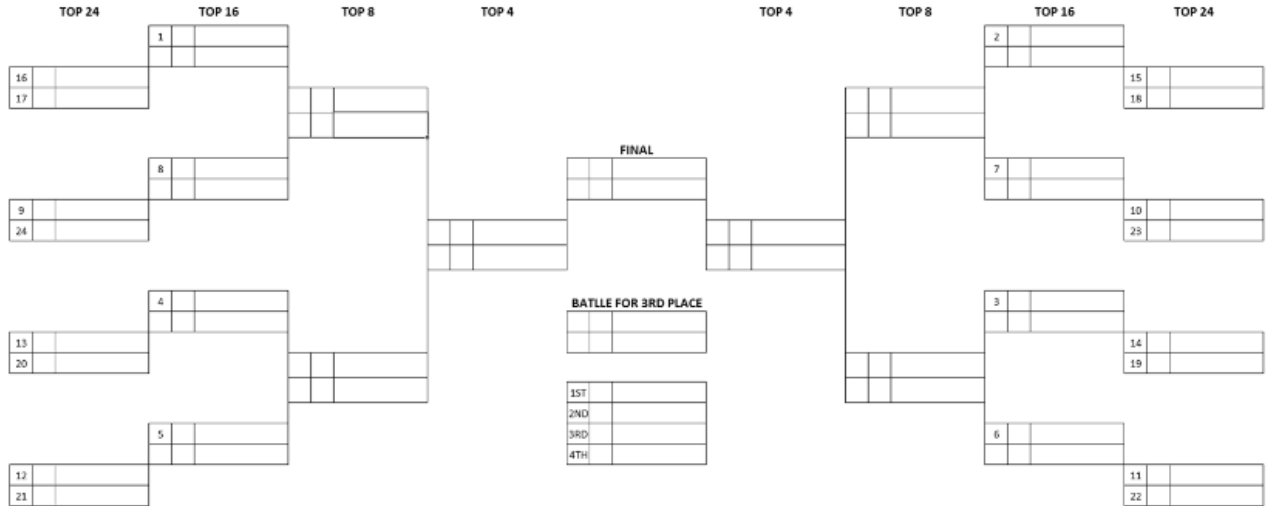
External data or video is not admissible in the evaluation of a protest.

Should telemetry be used, the organisers will have the right to install equipment on each car as required. Any refusal to allow such technology to be installed will result in that competitor not being permitted to take part in the competition. In the event that on-board telemetry is used, it will only be considered as a tool to assist the Judges with scoring and the final decision will always remain with the Judges.

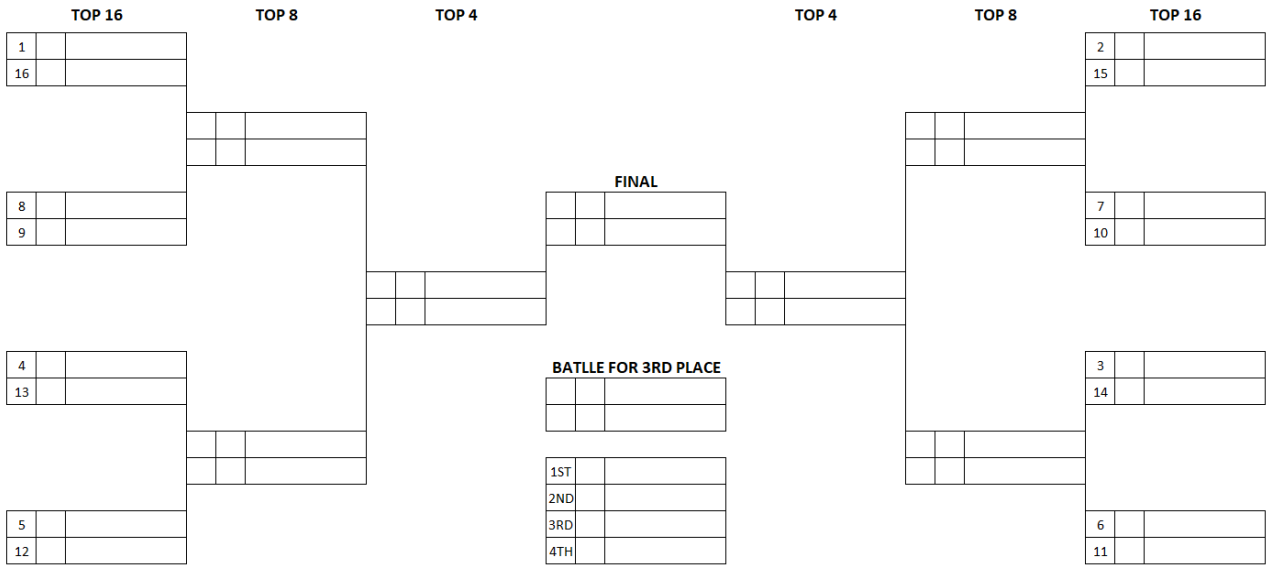
TOP32 BRACKET



TOP24 BRACKET



TOP16 BRACKET



TOP8 BRACKET

