

DRIVERS BRIEFING



LIVONIA/NEZ DRIFT CHAMPIONSHIP
BALTIC PRO/SEMI PRO DRIFT CHAMPIONSHIP
LATVIA/LITHUANIA SEMI PRO CHAMPIONSHIP

SPORTITY



Sportity

For direct event information please download
the Sportity app and insert this password:

rigababy

Sportity app is available in



www.sportity.com



FLAGS AND SIGNALING



Red flag – used by marshals on track as cancelation of the run due to a hazard on track. Immediately decrease speed, continue to the finish area if safe to do so or stop on the track if requested to do so by an official.



Green Flag – used by start line marshal as a flag falling from top to bottom to signal the start (or the light panel can be used to signal the start)



OBSERVE

- » No drifting outside the drift layout and warm up zone (burnout box) and no tires scrubbing – if not followed driver will be penalized by a fine at stewards' discretion!
- » Sportity app is the official notice board where also all penalties and other official documents will be distributed.
- » There is no HOT PITS for Friday practice and Saturday practice/qualification
- » Start light will be used for starting procedure, in case of malfunction will be changed for starting procedure by flag
- » All driving outside of the drifting layout should be limited to 50km/h, inside of paddock maximum speed is 10km/h.
- » When entering the burnout zone, the driver must have ready by wearing a seatbelt and helmet. It is categorically forbidden to prepare while driver are already in pre- start zone!



EQUIPMENT



Drivers must be in the full equipment already in practice time, without that- staff will send back driver to the paddock

MAP



Shell
HELIX

NEZ
DRIFT
CHAMPIONSHIP

LV BET
SCORES

Latvia
DRIFT



BALTIC
DRIFT
CHAMPIONSHIP



WARM UP ZONE

- » TIRE warming is allowed only in warm-up “burnout” zone- boxes, if in practice time team mechanic need to go inside this area, HE MANDATORY NEED TO WEAR YELLOW VEST!!
- » Drifting and burnout in the crossing to the starting area or paddock is prohibited and will be penalized
- » Standing burnout is prohibited, car must be in movement all the time
- » Mechanics can't touch the car after burnout zone, so in this track it's mean no touch after car leave pre start zone area- this works only for qualification and tandems!



PRACTICE

- » Practice goes by time, drivers need to follow up group changing in whatsapp group, Semi Pro have 2 groups, PRO no groups, all together
- » Drivers have to respect chase and lead positions, if track marshals will notice that someone don't respect lead and chase positions, we will stop participating in practice for that driver!!!
- » It's not allowed to take passanger, there can be exceptions with clerk of the course and/or steward **approval**
- » NO practice without registration, where you will receive practice sticker aswell
- » No single runs in practice, max 1 run, then tandems , if driver is not ready then leave gap, but we run battle practice!

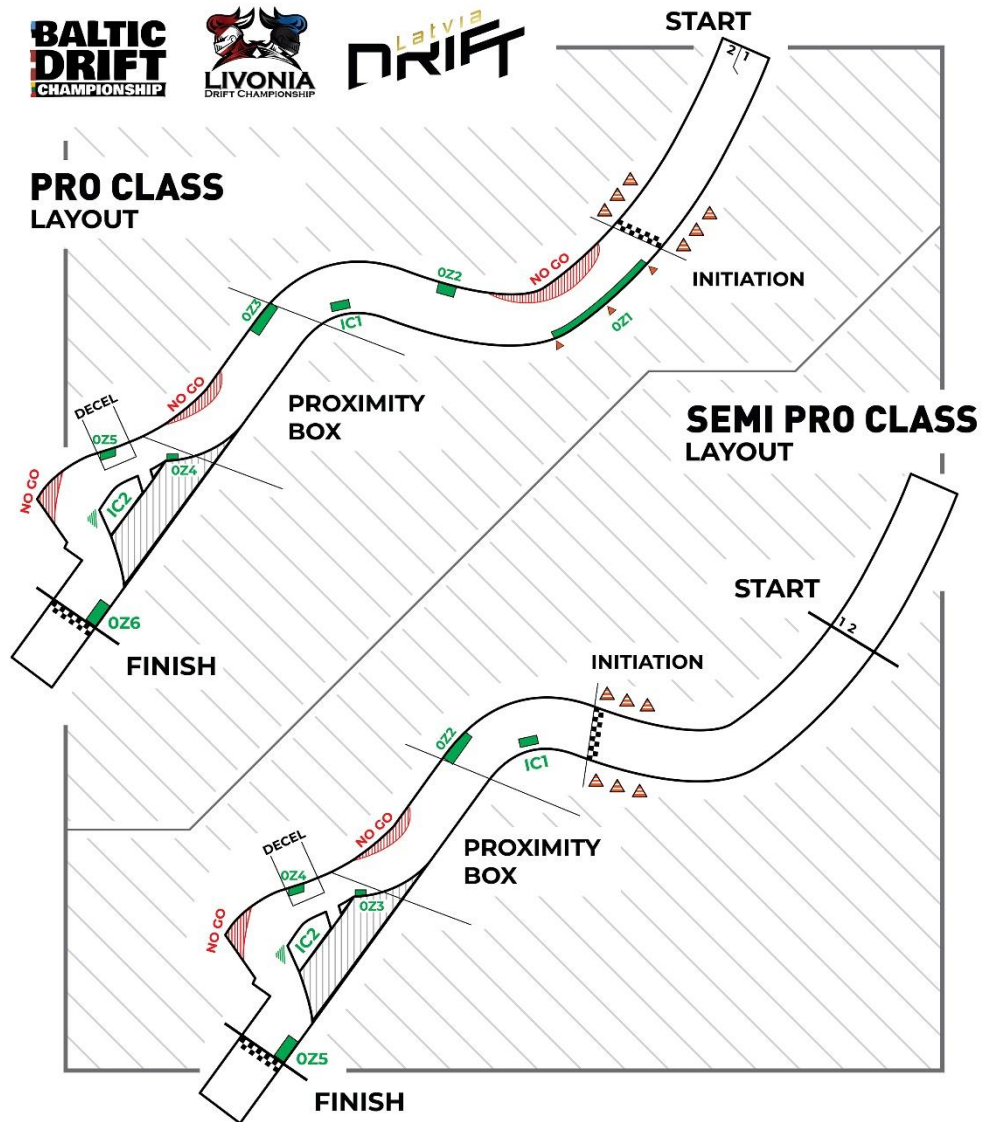


QUALIFICATION PROCEDURE

- » Drivers will complete two non-consecutive runs on the course
- » Running order will be ascending through Registered drivers list, which will be distributed in electronic form, BUT notice- in Semi Pro LT championship drivers will drive as first, please follow up official list in race day!
- » Driver is responsible for being at start when is his/her position in list
- » Qualification will happen in the following way:
 - 1) the first run for all drivers in order based on the registered drivers list, and
 - 2) the second run for all drivers in the same order
- » Driver needs to be on the start line by given order, if spot in qualification will be missed, points for qualification run are automatically 0
- » No 5min rule for qualification, in case of car breakdown
- » Between qualification runs it is allowed to change tires, change alignment or repair car

TRACK LAYOUT

https://www.youtube.com/watch?v=-9K0RSr_U_M



INITIATION

- » Driver should not initiate later than last initiation cone sign
- » Driver should not use more than designated part of track width for initiation, please check line before initiation
- » Initiation style is a free choice; However, drivers should slow down as little as possible:
 - ✓ Handbrake (points will be deducted for applying long handbrake with significant deceleration)
 - ✓ Clutch kick
 - ✓ or weight transfer



QUALIFICATION CRITERIA

LINE 40 POINTS

- » Drivers will be judged on their ability to fill outside zones with the rear wheels of their vehicles
- » Outside zones should be filled from side to side preferably with both rear wheels
- » Car should be as close as possible to the front clipping point cone with its front bumper.
- » IC clipping point must be crossed with at least with one wheel
- » 2 wheels of the track 0
- » DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

One tire of the track

Offline

Missing Zones



DRIFTA
KOMISIJA



QUALIFICATION CRITERIA

ANGLE 30 POINTS

- » Drivers will be judged on their ability to complete the course while maintaining a high degree of angle that allows them to maintain pace in areas that are not deemed as Decel zones
- » DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:
 - Corrections
 - Lack of Angle
 - Over rotation outside of decel zone- spinning



DRIFTA KOMISIJA



Shell HELIX



QUALIFICATION CRITERIA

STYLE – 30 POINTS

- » Style will look at how the vehicle behaves throughout the entire course
- » Style is separated into 2 categories:

Fluidity and Commitment

COMMITMENT- 15 POINTS

- » Commitment refers to the forward momentum of the vehicle throughout the course

Ideally the vehicle should maintain momentum outside of the decel zones while approaching outlines with confidence and dedication

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Off- or part-throttle prior to initiation
- Initiating beyond the latest initiation point
- Slowing outside of the decel zones
- Timid approach to walls or course outlines

| STYLE | |
|--------------|-----------|
| Fluidity | 15 |
| Commitment | 15 |
| Total | 30 |

QUALIFICATION CRITERIA

FLUIDITY – 15 POINTS

» The style judge will be assessing how quickly the angle was achieved, how smoothly the driver achieved the angle and whether the driver achieved the desired amount of angle

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

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

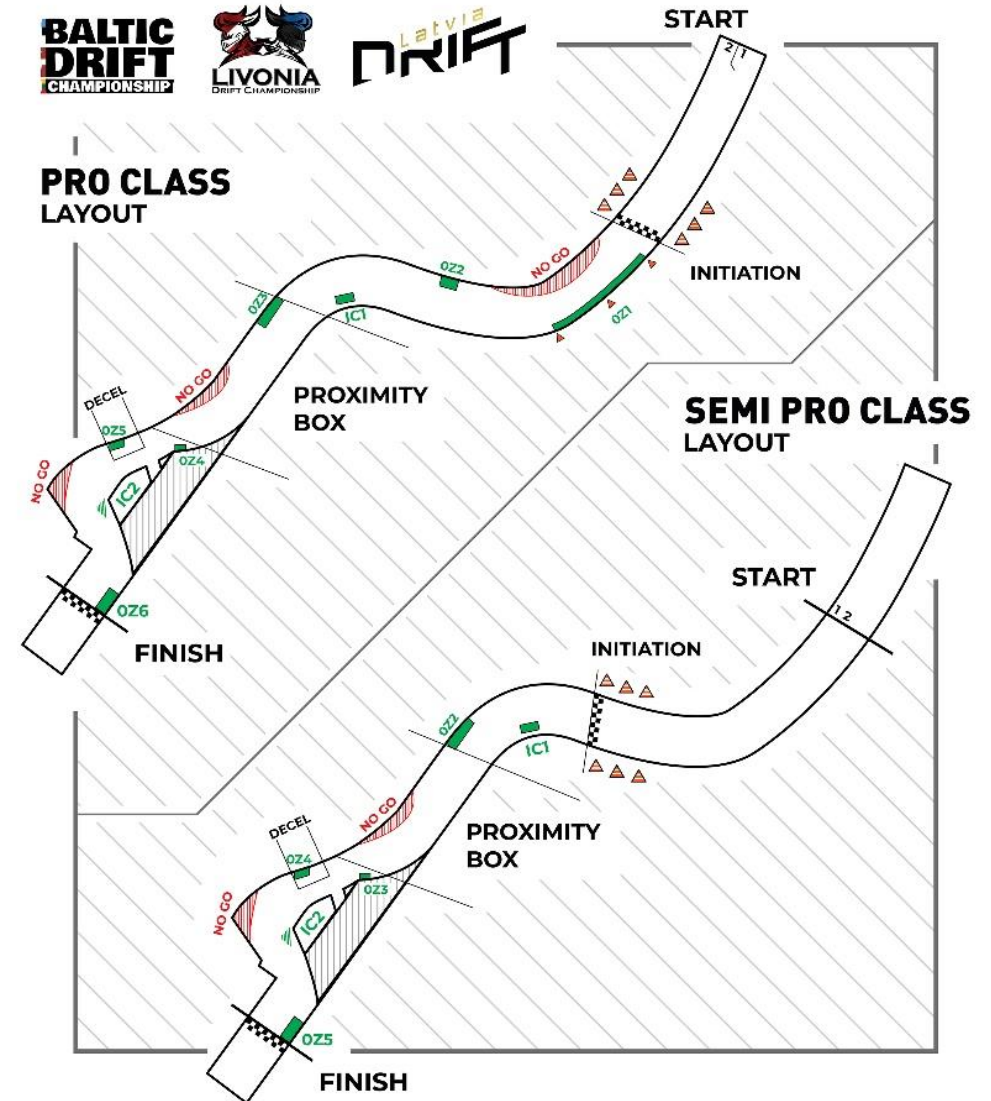
| STYLE | |
|--------------|-----------|
| Fluidity | 15 |
| Commitment | 15 |
| Total | 30 |



DECELERATION ZONES

Acceleration / Deceleration:

Competitors should be Accelerating /Maintaining throttle on all the track apart from the slowing areas marked Decel Zone are showed in the maps. For excessive deceleration points can be deducted from the driver, in extreme cases run can be marked as unchasable.



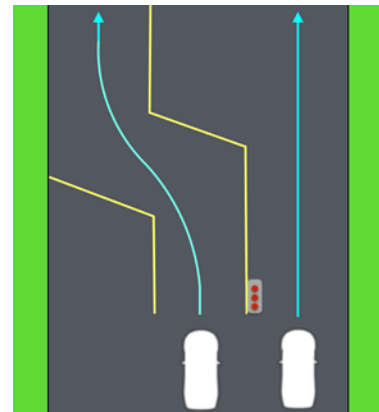
INCOMPLETE QUALIFICATION

If a driver does any of the following mistakes in a qualifying run, the driver will not receive a score for that run

- » Spinning Out
- » Opposite drift - Drifting with the opposite angle required at that point on course
- » Loosing body parts without any contact
- » Stop drifting or major straightening
- » 2 wheels off the marked track layout
- » Double initiation

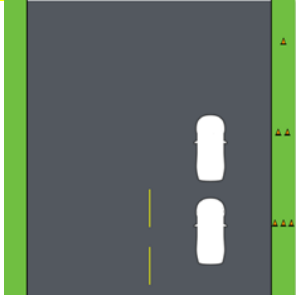
STARTING PROCEDURE TANDEM

- » The chase vehicle is allowed to leave the start line prior to green light shows in starting light, if it is needed for the chase vehicle to maintain proximity down the straightaway leading up to initiation. If chaser needs to slow down because of starting too early, he is to blame, provided the lead car starting procedure was correct
- » The lead car must leave when the start green light/ flag drops.
 - If the lead car leaves early, they will receive a strike.
 - If the lead car leaves late (2s), they will receive a strike.
 - If the lead car hits a chicane cone, they will receive a strike.
- » When the strike is applied run is restarted by red flags, drivers need to react for red flags immediately, but choosing safe way to brake and stop
- » The 3rd strike given to a driver in a battle will result in that driver receiving an incomplete for that run
- » After the start, the lead car must respect the separating line before initiation line



INITIATION TANDEM

- Both drivers should not initiate later than last initiation cone sign
- Lead driver should not use more than 2/3 of track width for initiation
 - » Initiation style is a free choice; However, drivers should slow down as little as possible – same rules as in qualification
 - » Usage handbrake is forbidden for braking traction on other side than is the first corner, or during movement from side to side
 - » The lead driver has the right of way at initiation
 - » The chase driver needs to give space to the lead driver If the lead driver impedes the lead car's initiation, the chase driver will be at fault
 - » Side by Side initiation is allowed, chaser needs to provide enough space for leader to properly initiate



LEAD DRIVER GOALS

PERFORM A 100 POINT QUALIFYING RUN

- » Perform a chaseable lead run
- » Follow the decel map

LEAD DRIVER DEDUCTIONS

- » Less angle than the ideal qualifying run
- » Tighter line than the ideal qualifying run
- » Poor transitions
- » Trying to get away from the chase driver in any way that compromises line, angle or style



CHASE DRIVER GOALS

- » Initiate no later than the initiation point
- » Maintain close proximity to the lead car throughout the run
- » Match or outperform the lead car's angle
- » Copy the lead driver's transitions and line throughout the run

CHASE DRIVER COMPROMISES

- » Cheating the line compared to the lead car
- » Cheating angle compared to the lead car
- » Timing and location of initiation
- » Timing of transitions and overall driving compared to lead car



CHASABLE LEAD

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

1. The lead driver maintaining the dictated pace throughout the course
2. The lead driver filling the majority of the outside zones and achieving the inside clipping points
3. The lead driver expressing control throughout the entire course
4. The lead driver generally adhering to the decel map.

Please note that a chaseable lead is not only required in tandem competition, but also during each driver's qualifying runs. Failing to perform the before mentioned points may result in judging penalties.

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 of the following:
1. The lead driver varies pace unpredictably or not as described on the course description
 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 throughout the course.
- » 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/will be dictated by the actions that affect the chase driver.



INCOMPLETE SCORES IN BATTLES

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run:

- » Spinning Out
- » Opposite drift
- » Drifting with the opposite angle required at that point on course
- » Loosing any car parts without contact
- » Stop drifting or major straightening
- » 2 wheels off the marked track layout
- » Unchaseable lead run
- » A chase driver intentionally not chasing the lead driver after a zero was scored on the previous run
- » Performing an Illegal pass results in a zero for the chase driver
- » Collision with the other driver that is considered “avoidable” or unsportsmanlike
- » In-active chase run (more then 2-3 cars apart)

Un-chasable lead run

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 of the following:

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

BYE RUN

- » Driver who needs to perform a BYE RUN needs to prove that his car is capable of drift in competition pace on the drifting layout including OZ1
- » After OZ1 driver has right to decide to stop drifting to save the tires, please don't do any extra burnouts, donuts and so on!!!
- » Drivers needs to be on start line no later then at the time of his battle based on battle chart provided



CONTACT BETWEEN CARS

Drifting is a noncontact sport, and contact may result in penalties. A light rub is allowed but penalties may be applied for heavier contact or contact that effects the lead cars line

LEAD VEHICLE – If the lead vehicle loses drift, goes offline or unnecessarily reduces speed too drastically in tandem and the chase vehicle hits the lead vehicle, the lead vehicle may be deemed at fault for the collision. Each judge will ascertain fault

CHASE VEHICLE – If a Chase driver has a collision with a lead driver who is fulfilling the lead driver goals, then he will be deemed at fault. – After contact both drivers must attempt to complete the run. – If the Judges believe the lead driver deliberately spun their car after contact or stopped drifting, then they may apply penalties to that driver also



TANDEMS RUN ORDER AND WINNER ANNOUNCEMENT

- ONE PAIR DRIVE BOTH RUNS ONE BY ONE
- AFTER FIRST RUN, DRIVERS DRIVE OPPOSITE WAY BACK TO THE START LINE
- AFTER 2ND RUN BOTH DRIVERS DRIVE OPPOSITE WAY TO THE WINNER ANNOUNCEMENT PLACE- NEAR THE MAIN TV SCREEN
- NO BURNOUTS AFTER WINNER ANNOUNCEMENT!! PROHIBITED FOR BOTH CARS!

**THANK YOU FOR ATTENTION AND GOOD
LUCK IN THE RACE**



Latvia
DRIFT

Andris Smilcarājs
PHOTOGRAPHY