

BIKERNIEKI, RIGA, LATVIA

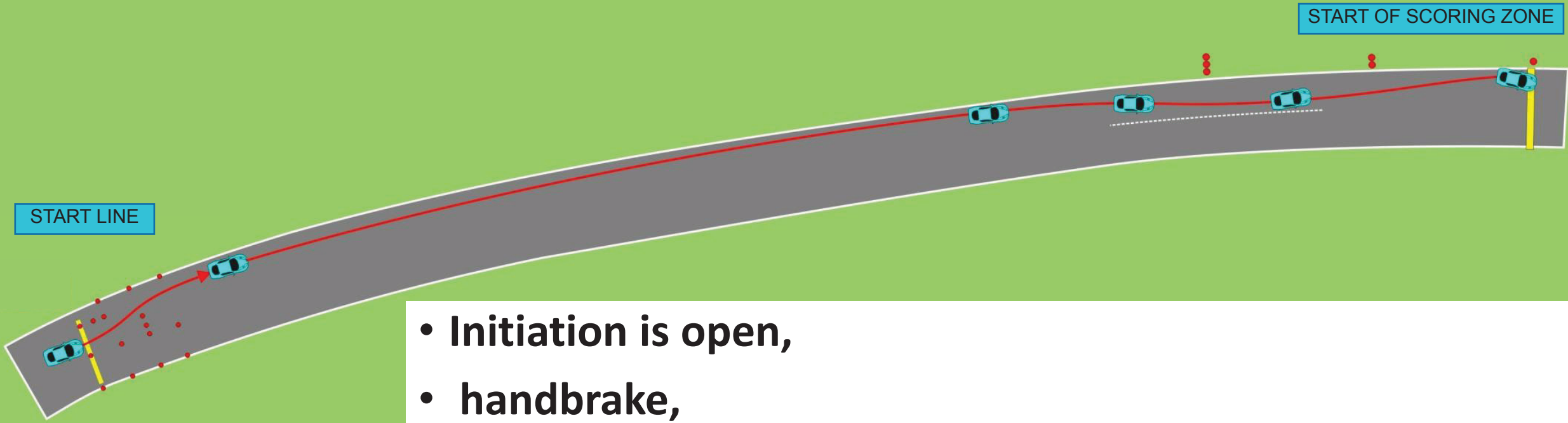
#fdstyle DRIFT TRACK CONFIGURATION



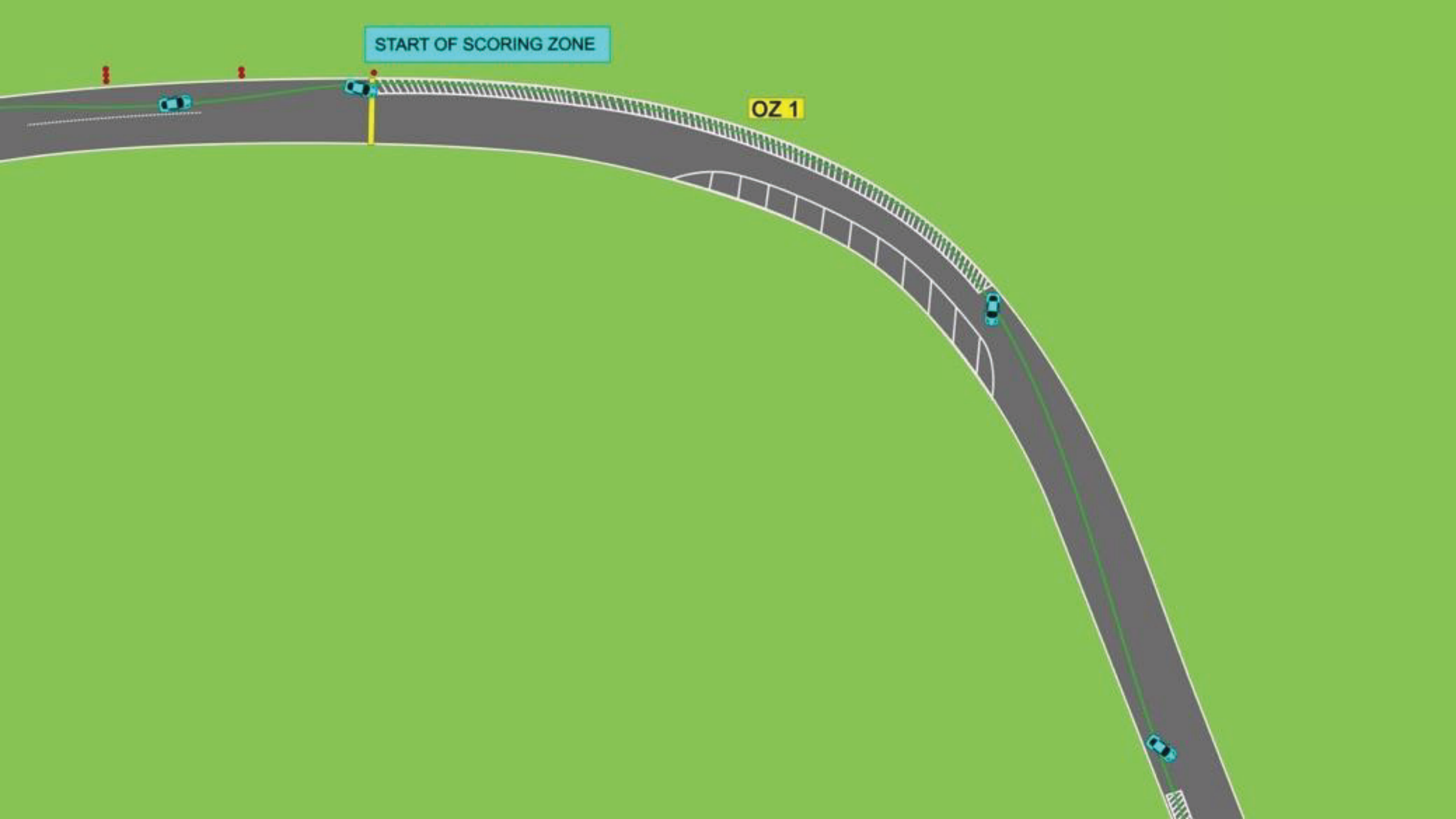


DRIFTING INITIATION

- During qualifying the vehicle must be sideways as it passes the single standing cone placed trackside.

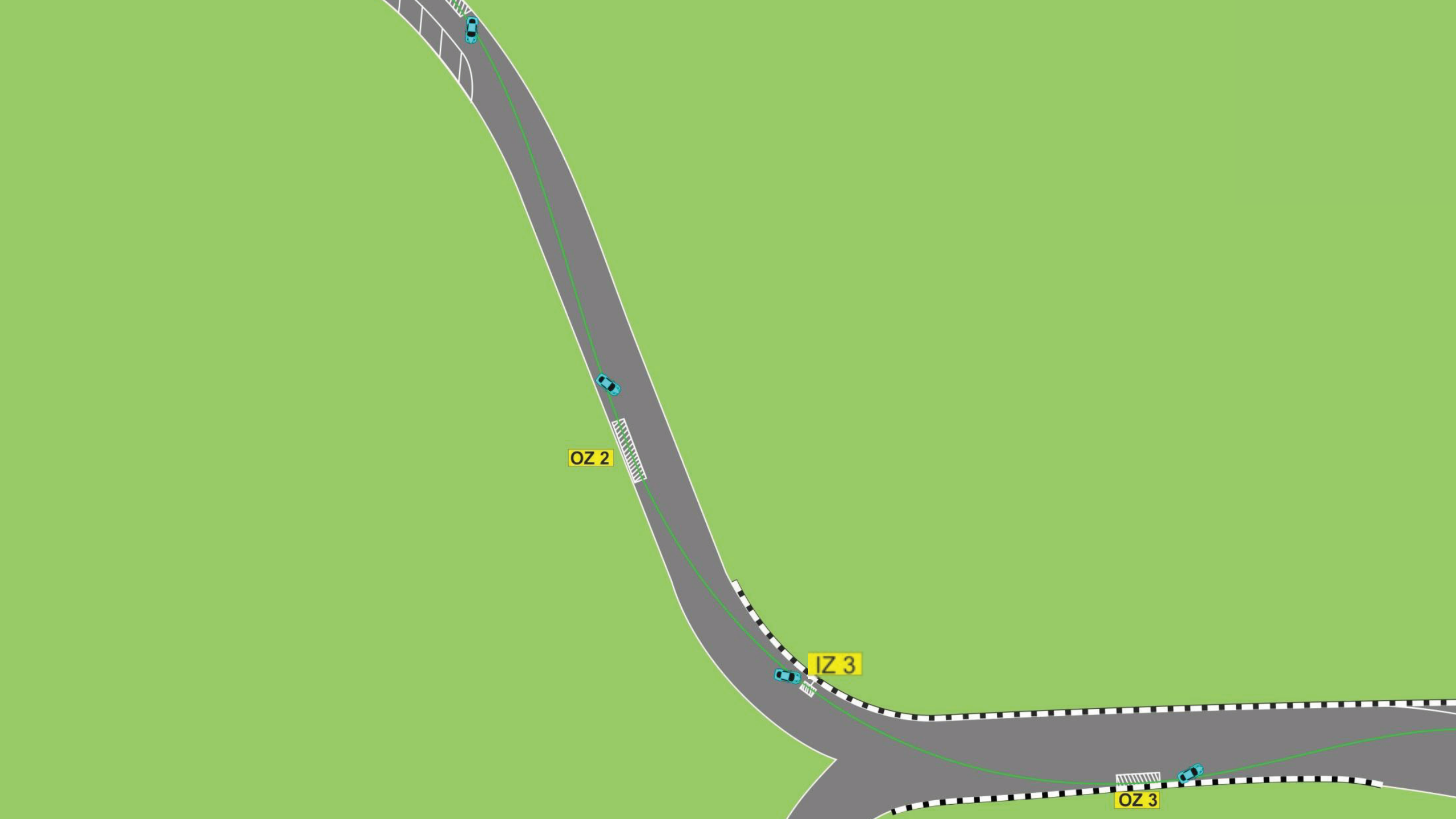


- Initiation is open,
- handbrake,
- clutch kick
- or weight transfer
- (weight transfer /clutch kick scores higher)



START OF SCORING ZONE

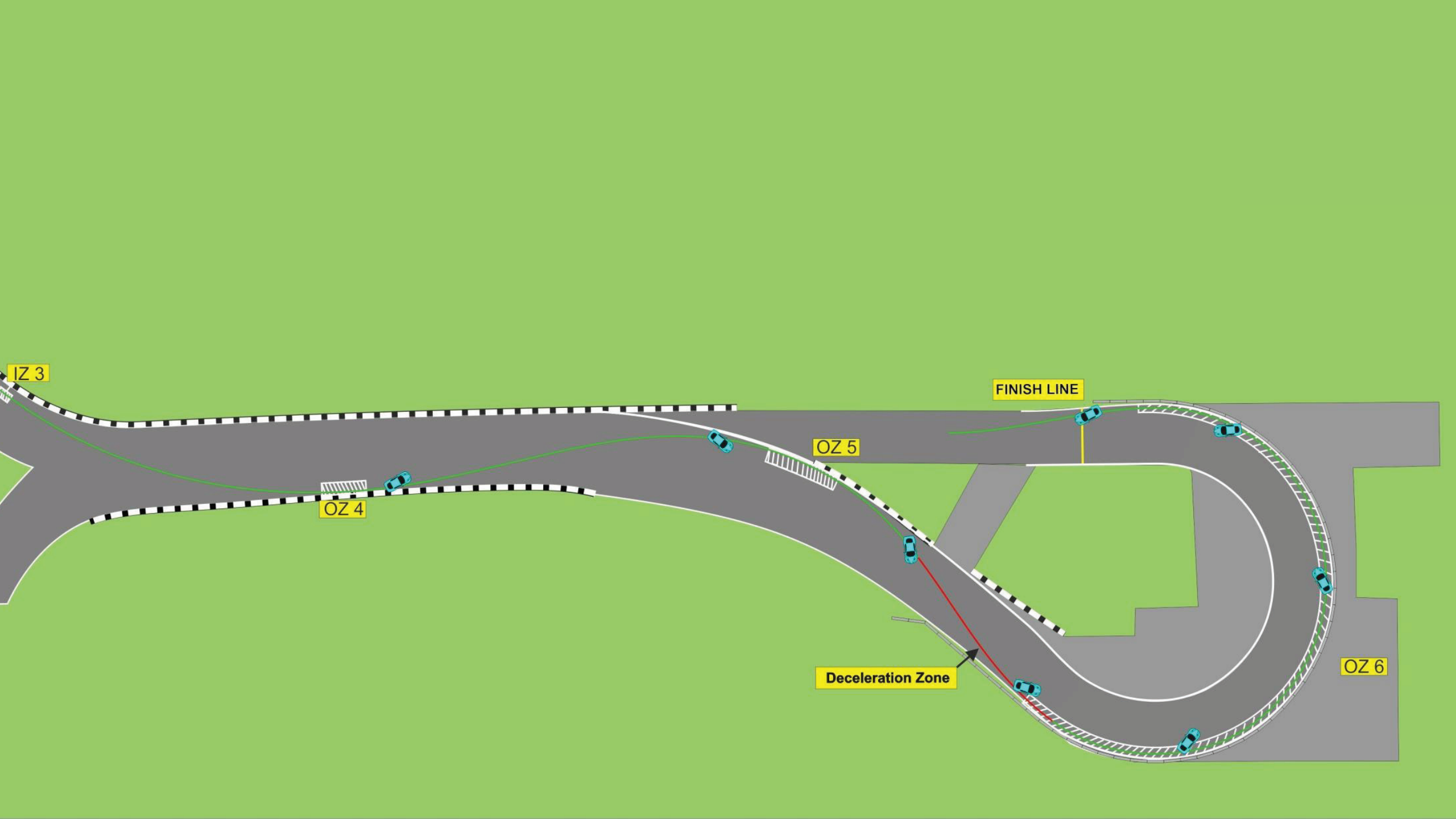
OZ 1



OZ 2

IZ 3

OZ 3



OZ 3

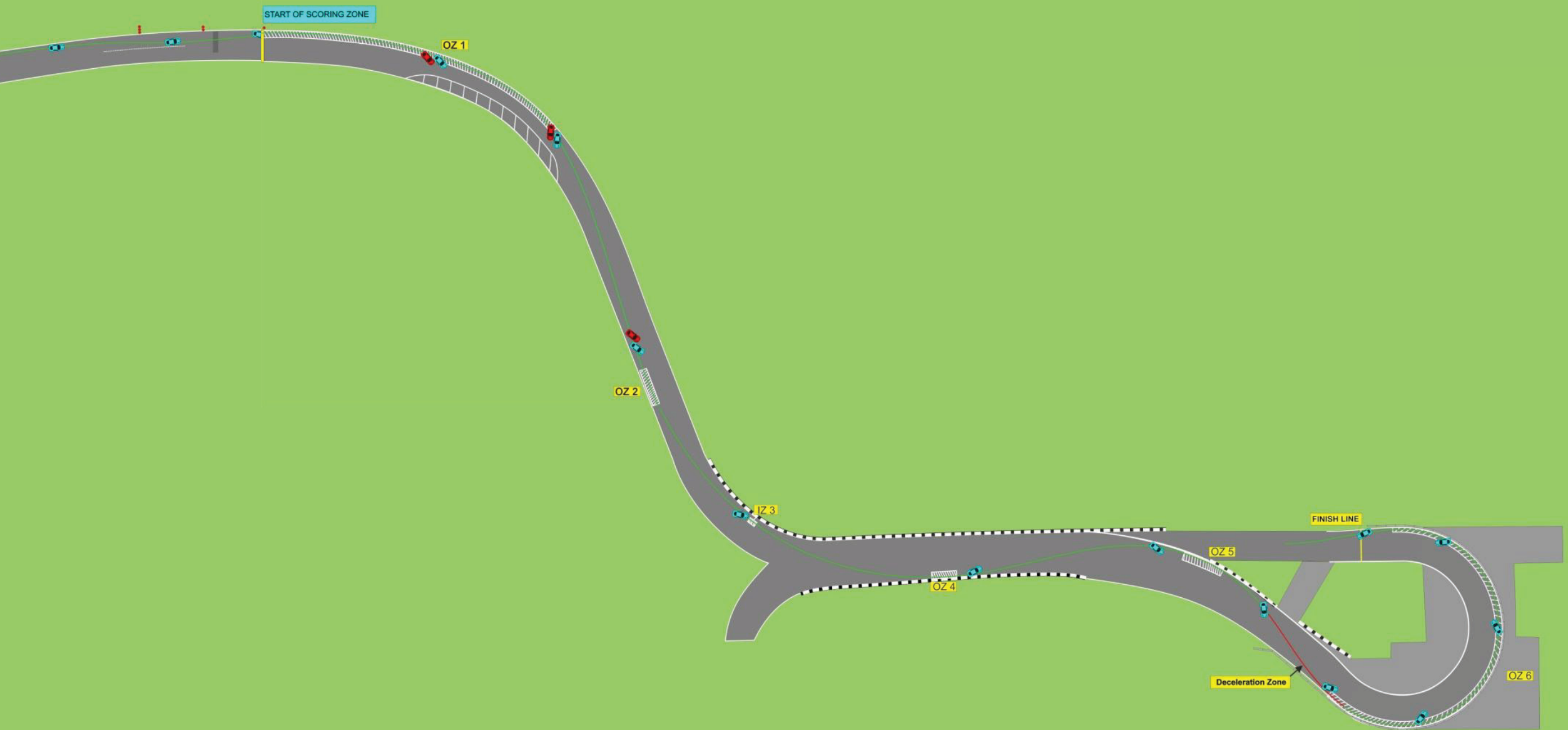
OZ 4

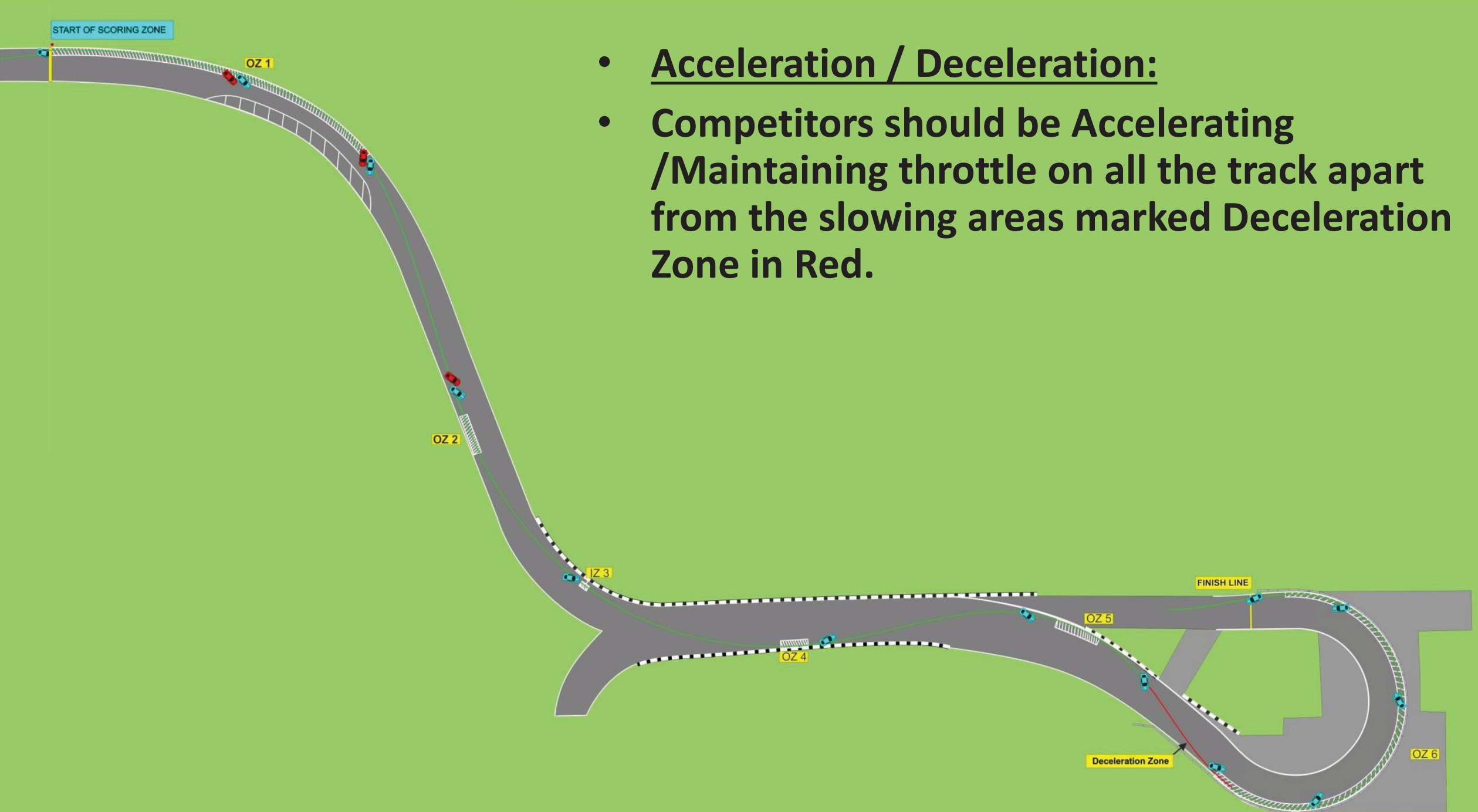
OZ 5

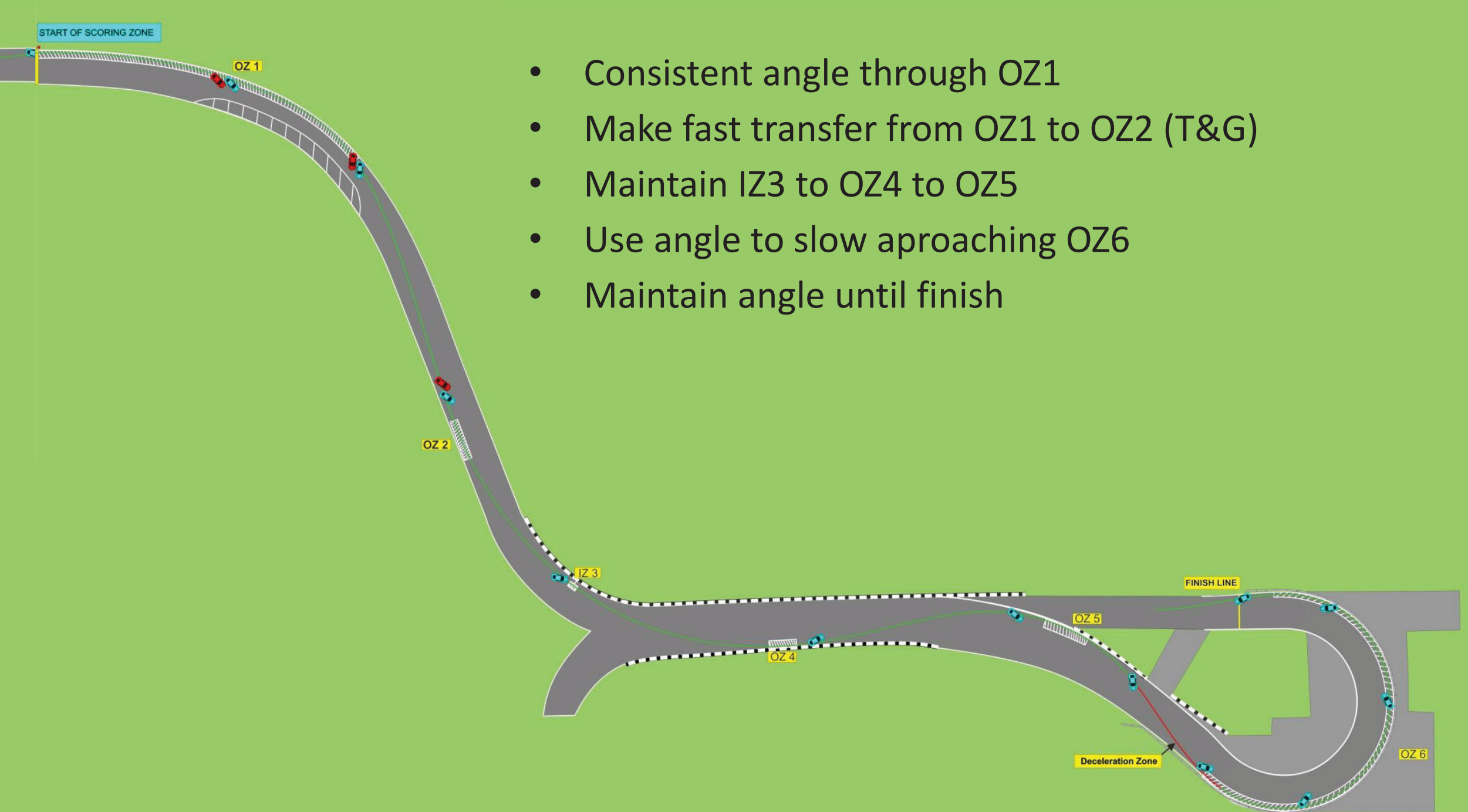
FINISH LINE

Deceleration Zone

OZ 6







- **INITIATION**=
 - Early – Initiation cones will be used for reference
 - Rate to angle - Quickly getting to the desired angle
 - Smooth – no corrections
 - Speed
- **FLUIDITY** =
 - Smooth transitions
 - Lock to lock angle
 - Car is settled and flows through the course
 - Throttle application
 - Accuracy
- **COMMITMENT** =
 - Aggressive on throttle to initiation
 - Consistent throttle application
 - Approaching track edges and walls with confidence
 - Maintaining proper pace throughout the course as per the Decel map

Points Deductions:

- Double initiation
- Tyre off course
- Missing zones and clips
- Short Straightening (correction)
- Off line
- Lack of Angle

Zero score: *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
- Hood and/or doors opening during a run
- Stop drifting
- Two wheels off



START LINE & INITIATION

- The Lead should accelerate and drive through the chicane in the left hand lane, the chase car may accelerate staying in the right hand lane.
- There will be lines painted on the course surface divide the course in two lanes. The lead driver may use a “flick” to initiate, but must always remain in his/her lane (not touching the dividing line at all) while doing so. There are two different initiation scenarios the chase driver can use, with different rules:
- Both vehicles must be sideways as they pass the single standing cone in the “3, 2, 1” cone sequence placed trackside.



SINGLE FILE - The chase driver can choose to initiate behind the lead driver. In this case the chase driver can remain in the same lane as the lead driver. The chase vehicle must stay behind the lead vehicle until the lead vehicle has initiated.



SIDE BY SIDE - The chase driver can choose to initiate immediately beside the lead driver within the full width of the chase vehicle lane. The vehicle must not cross the centre line until the end of the last portion of the painted line. This will give the lead driver the full width of the lead vehicle lane to use the desired initiation technique, while giving the chase vehicle the opportunity to maintain proximity.

START OF SCORING ZONE

OZ 1

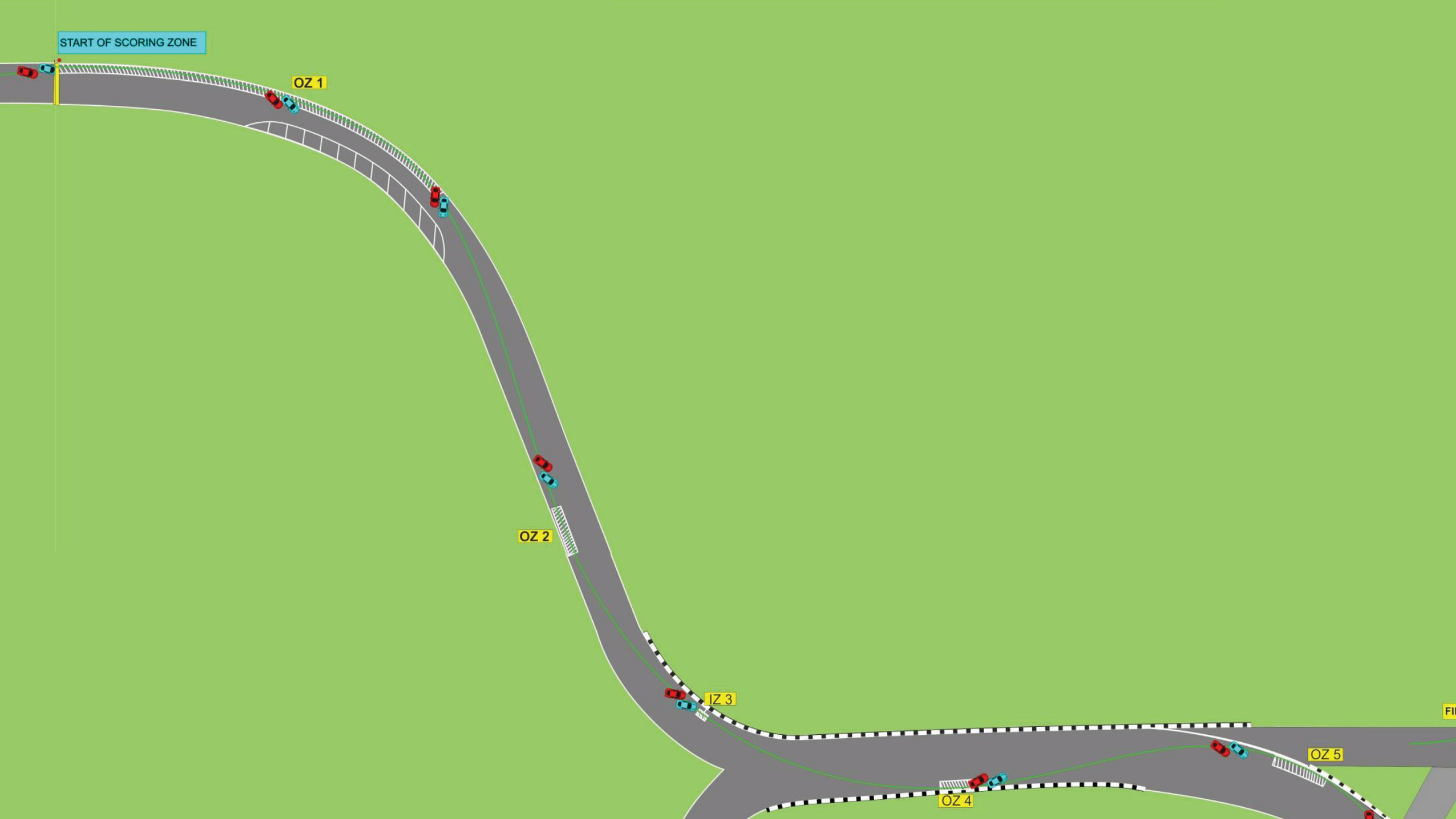
OZ 2

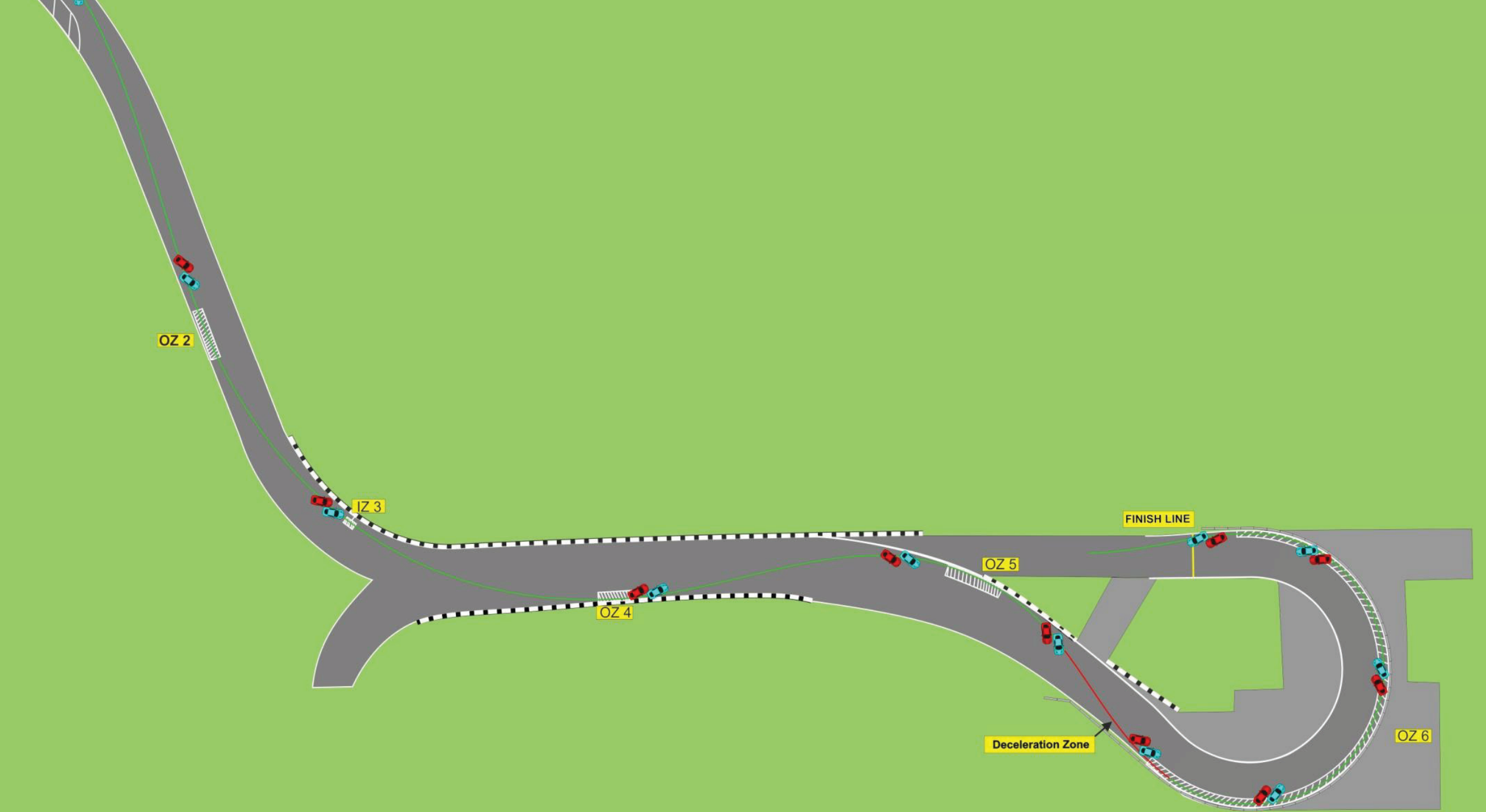
OZ 3

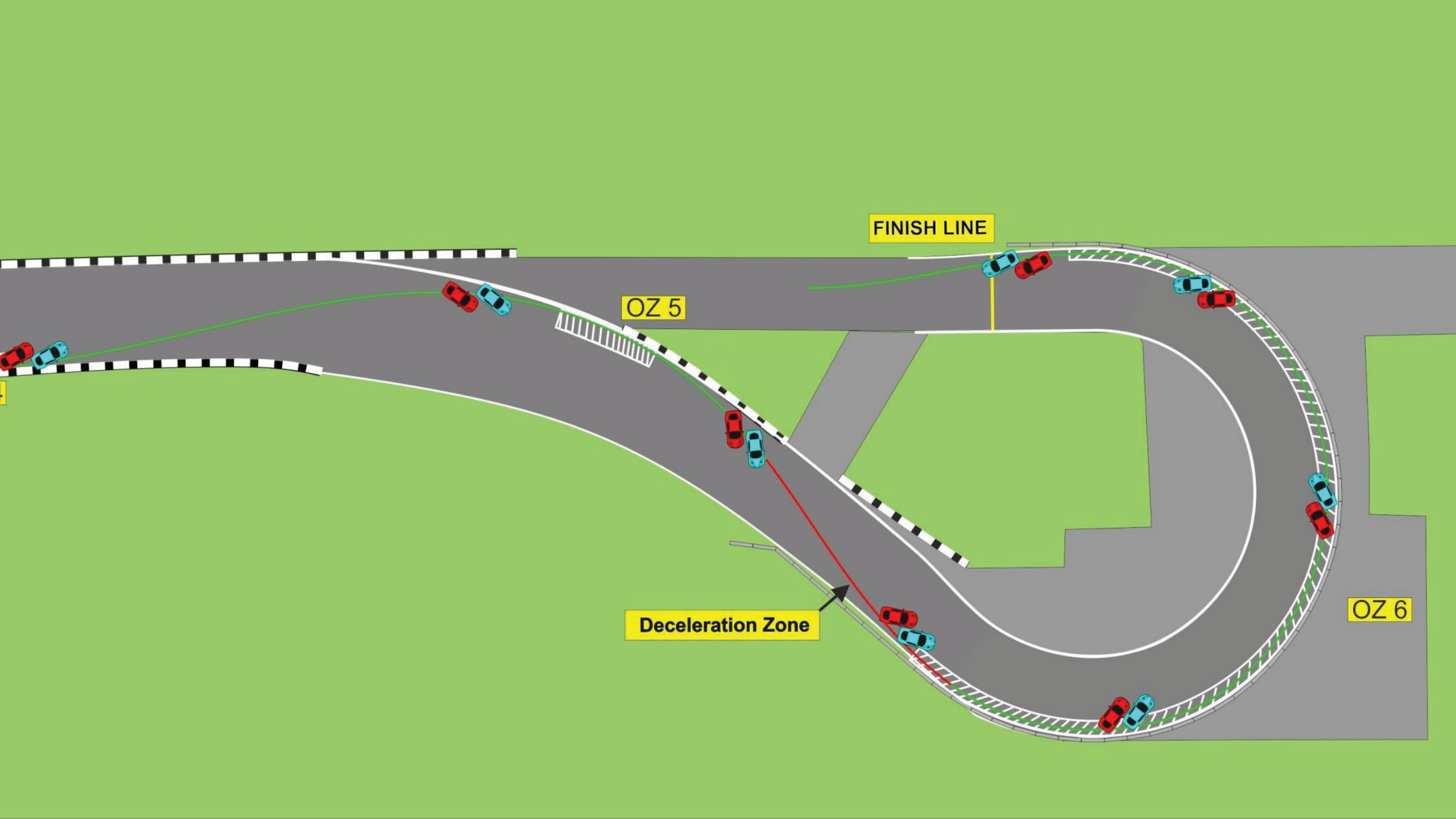
OZ 4

OZ 5

FIN





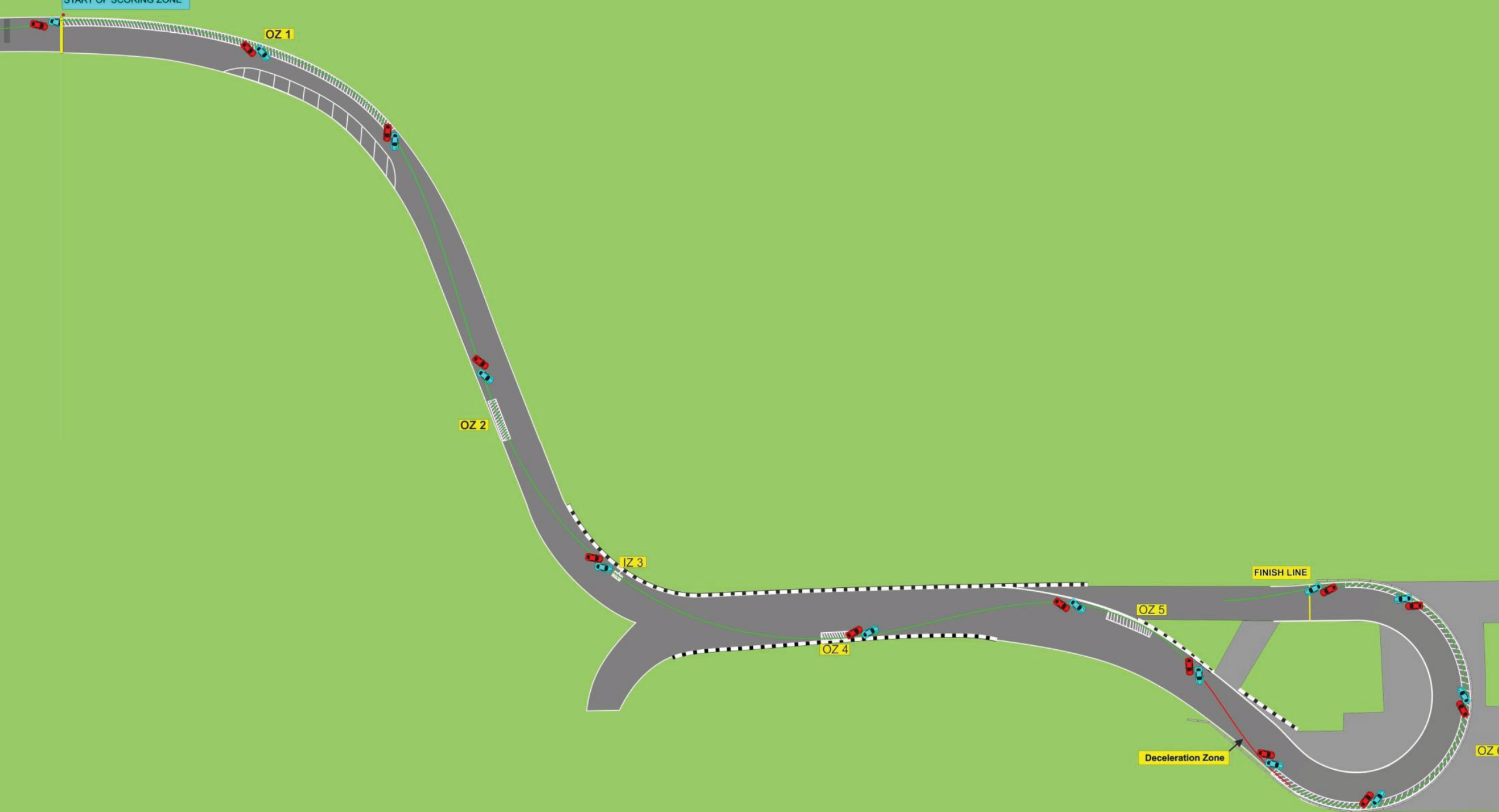


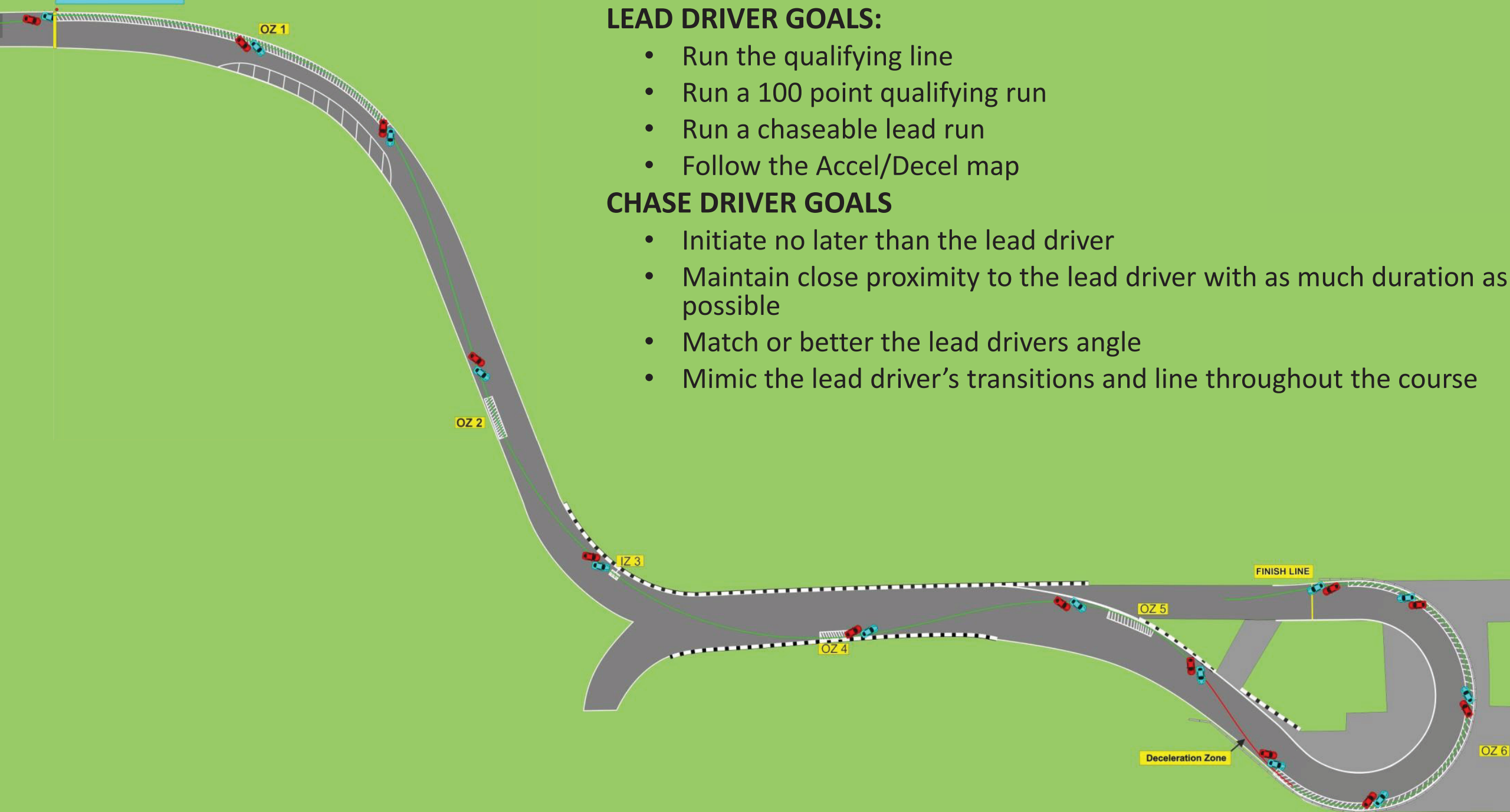
FINISH LINE

OZ 5

Deceleration Zone

OZ 6





LEAD DRIVER GOALS:

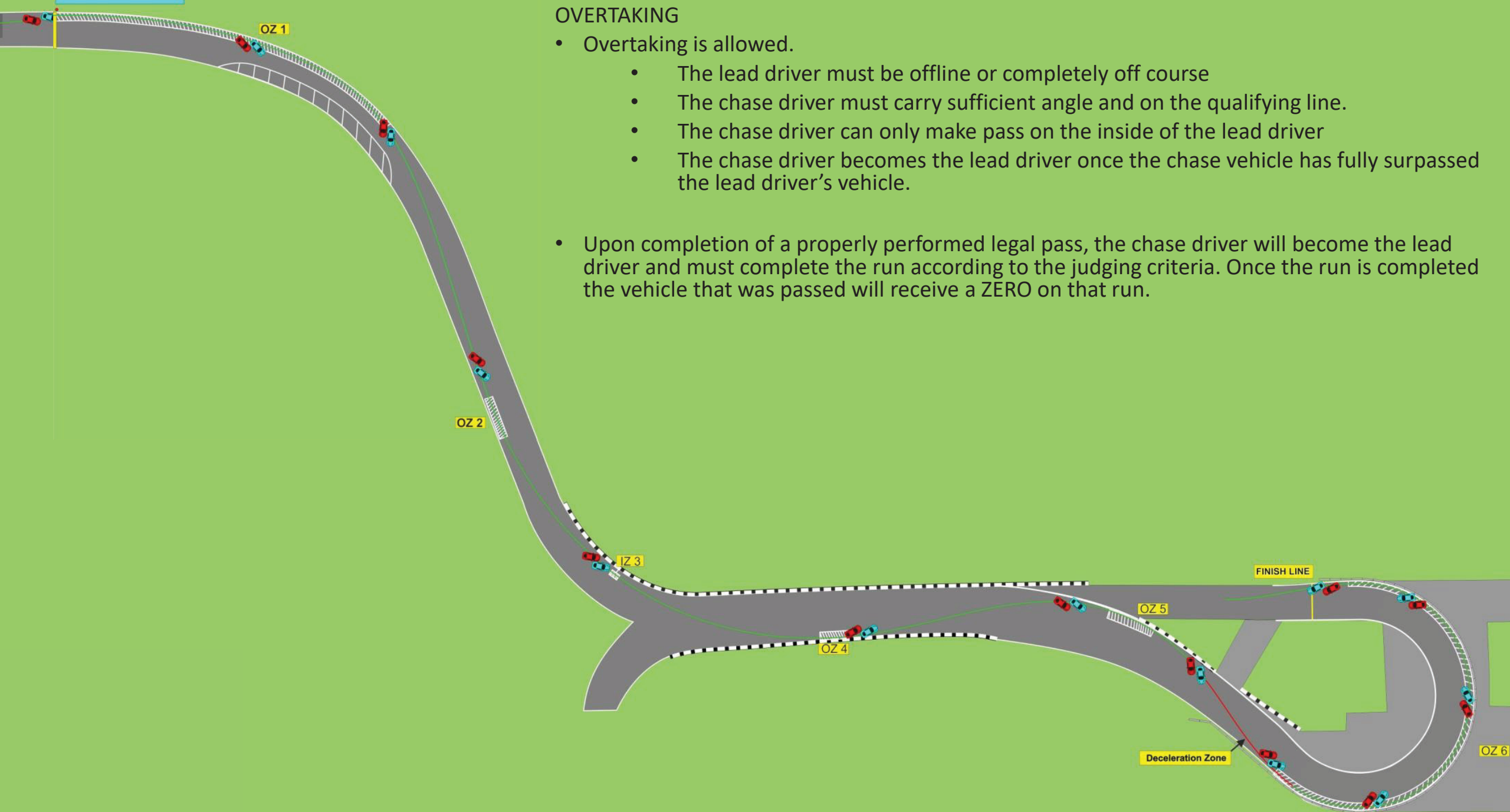
- Run the qualifying line
- Run a 100 point qualifying run
- Run a chaseable lead run
- Follow the Accel/Decel map

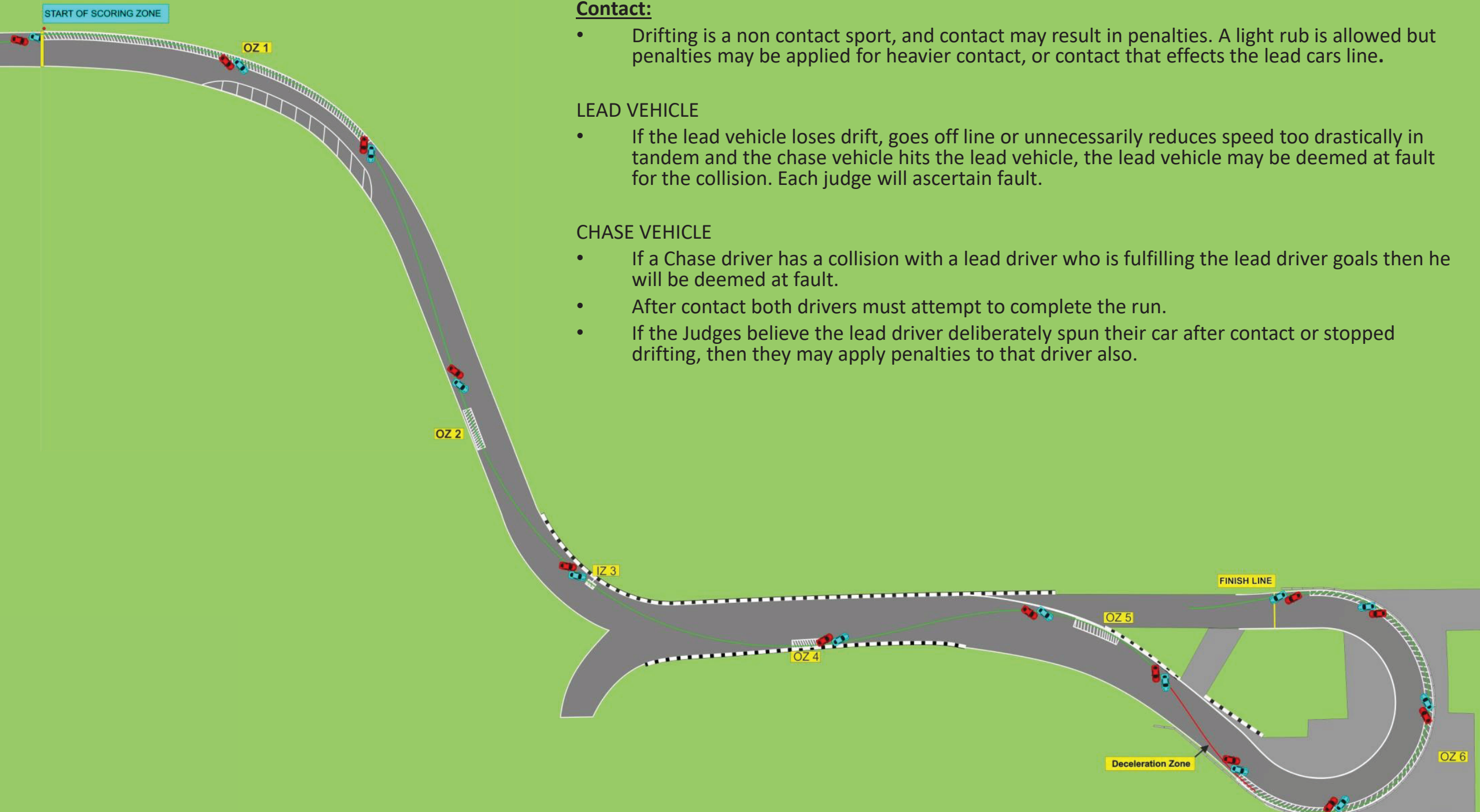
CHASE DRIVER GOALS

- Initiate no later than the lead driver
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead drivers angle
- Mimic the lead driver's transitions and line throughout the course

OVERTAKING

- Overtaking is allowed.
 - The lead driver must be offline or completely off course
 - The chase driver must carry sufficient angle and on the qualifying line.
 - The chase driver can only make pass on the inside of the lead driver
 - The chase driver becomes the lead driver once the chase vehicle has fully surpassed the lead driver's vehicle.
- 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 vehicle that was passed will receive a ZERO on that run.





Contact:

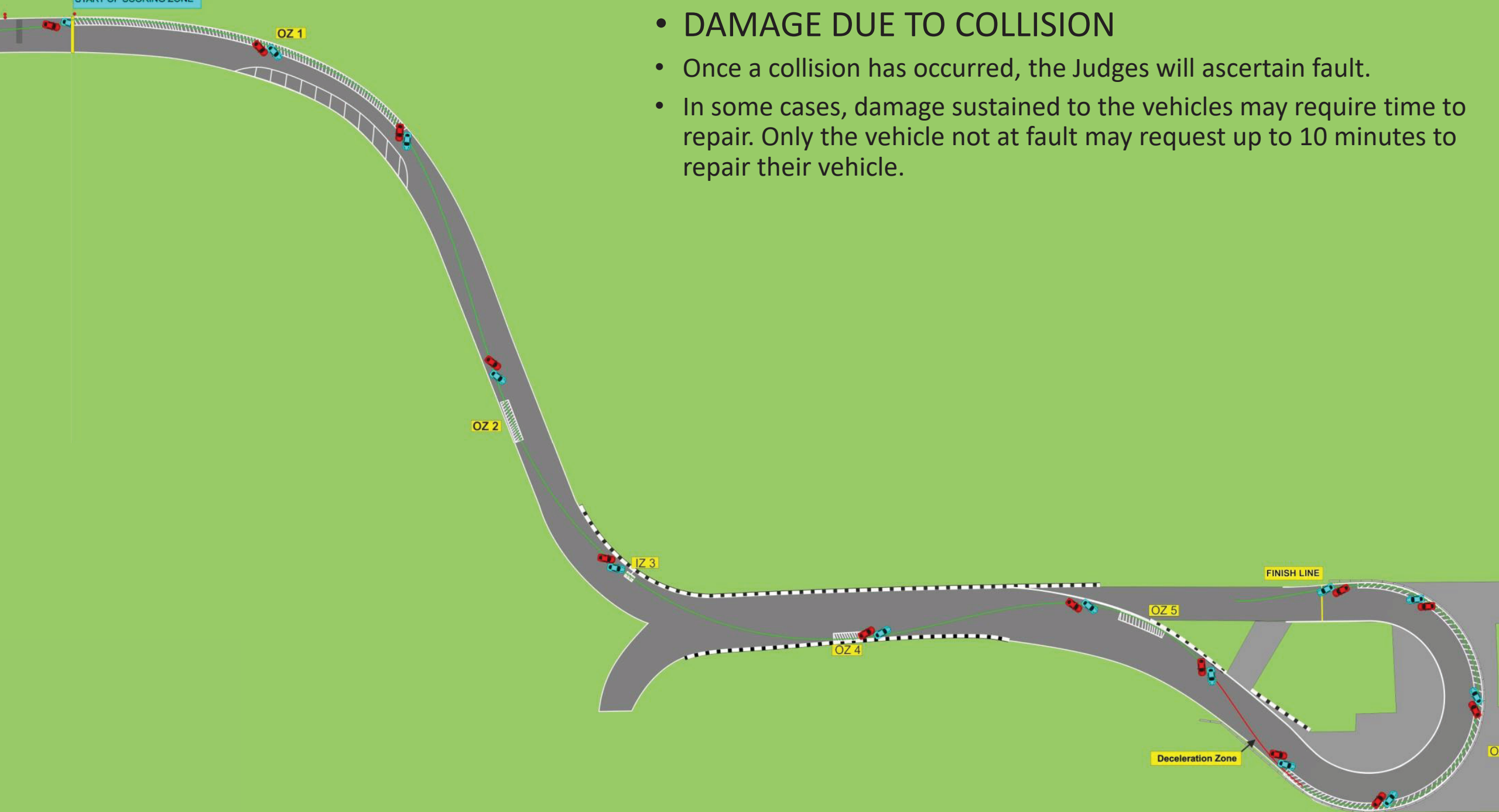
- Drifting is a non contact sport, and contact may result in penalties. A light rub is allowed but penalties may be applied for heavier contact, or contact that effects the lead cars line.

LEAD VEHICLE

- If the lead vehicle loses drift, goes off line 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.

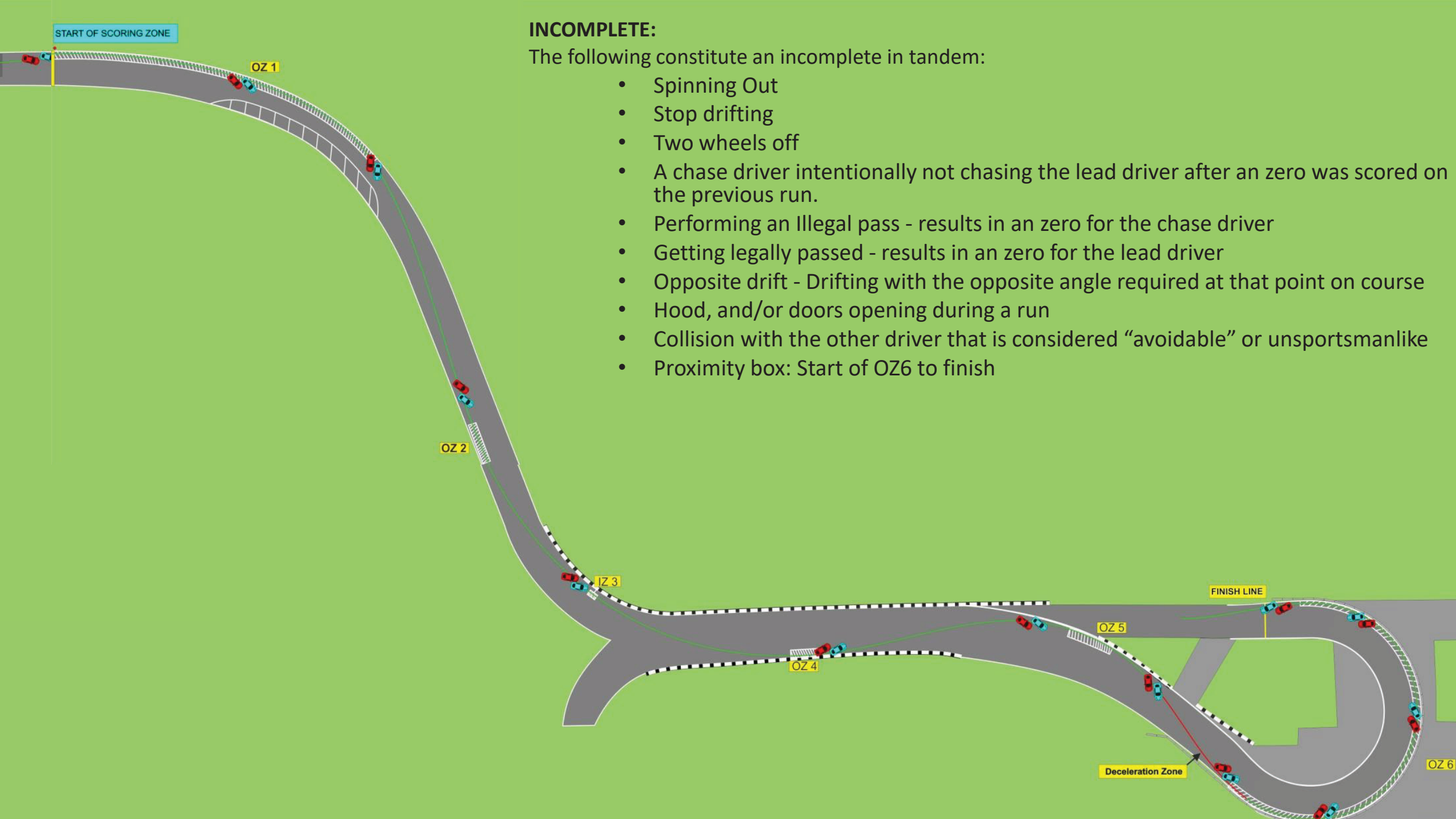
CHASE VEHICLE

- 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.



• DAMAGE DUE TO COLLISION

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



INCOMPLETE:

The following constitute an incomplete in tandem:

- Spinning Out
- Stop drifting
- Two wheels off
- A chase driver intentionally not chasing the lead driver after an zero was scored on the previous run.
- Performing an Illegal pass - results in an zero for the chase driver
- Getting legally passed - results in an zero for the lead driver
- Opposite drift - Drifting with the opposite angle required at that point on course
- Hood, and/or doors opening during a run
- Collision with the other driver that is considered “avoidable” or unsportsmanlike
- Proximity box: Start of OZ6 to finish