



## Format, Additional Rules & Judging Guidelines 2023/24 Season

### DRIFT SOUTH PRO DRIFT

#### Practice

One session is allowed for Pro Drift practice, time allowed standard 60 minutes with possible changes if required at the Clerk of Course's discretion.

Maximum number of cars on track dependant on track layout at the Clerk of Course's discretion.

#### Ranking Battles

Each driver will have two randomly drawn drift battles (lead driver also randomly drawn).

Drivers will be scored individually (criteria below) and then ranked based on their best single lead lap and best single chase lap.

There is to be no opting out of ranking battles. Running all scheduled battles is required unless the entrant is repairing mechanical issues.

If for any reason there are an uneven number of entrants, or byes due to mechanical issues, one driver will be left with no partner to drive against, another driver will be chosen to act as the second driver of that pair, this driver will not receive scores their role is to drift as though they are qualifying to allow the odd numbered driver to have a partner for scoring consistency.

There is no requirement for 5 minute calls during the ranking battles, the running order can be flexible if mechanical issues cause delays. Both runs of "battle" must be completed on the same pair of rear tyres, exceptional circumstances may be approved by the Clerk of Course to change single tyres.

However, if at the conclusion of the scheduled ranking battles a driver has multiple battles remaining to complete, they will only start one more battle.

#### Elimination Battles

Drivers are sorted following the Ranking Battles, **all entrants** still running will be paired up in an elimination tree style format.

The winning driver decided by the judges moves on, losers are eliminated (other than 3rd vs 4th).

In the case of a tie after a pair of Elimination Battles a re-run will be called. The scores are reset, and the battle is run again. After 2 re-runs a winner must be found on the 3rd pair of battles

Both competitor vehicles must be side by side stationary at the official start point of their battle.

The chase car driver has the right to abort the battle, but only if the lead car accelerates unfairly after the start point. (Unfair acceleration must be agreed by the Judges, however the Clerk of the Course or an assistant have the final say in this matter). Mistakes by the chase driver are not a reason to abort.

**5 Minute Calls** - If a vehicle is unable to be lined up at their scheduled time for an elimination battle due to mechanical issues, the driver must take their 5 minute call otherwise they forfeit their battle.

5 minutes from the time repair starts in the pits, to being back on the ground with repairs fully completed, driver's safety gear can be put on after this time.

This 5 minute call may be done only once per driver per event and can be between a pair of battle runs if needed. This includes the middle of a battle.

A driver may request a 5 minute repair time, before needing to use their own 5 minute call, if damage caused by their opponent in the first pass of a battle, or previous battle, deems repairs necessary.

If a battle is delayed due to a competitor calling for a 5 minute repair, their opponent must not work on their car, without taking their own 5 minute call.

Both runs of “battle” must be completed on the same pair of rear tyres, exceptional circumstances may be approved by the Clerk of Course to change single tyres.

Judge’s decision is final.

Further details on all judging criteria will be described by the judges at drivers briefing.

## **DRIFT SOUTH DEVELOPMENT SERIES**

Cars must keep appropriate gaps to ensure cars are kept separate on track wherever possible.

Practice - There will be a minimum of two practice sessions of approximately 20-30 mins depending on car numbers.

Scored laps – All drivers will compete in judged laps one at a time. Each driver will be scored for 3 laps, with their best two laps counting towards the overall results. Further laps may be allowed depending on time, these laps will not be scored.

## **STANDARD RUNNING ORDER/TIMES**

Friday night – Chch Rounds Only

5-6pm Drift Testing, limited laps. \$ included in entry fee. Entrants only.

6-7pm Scrutineering.

Levels hold Friday test days the day before events, contact them for details.

Expected Comp day timing (see final schedule to confirm)

Documentation – 8:00 – 8:30

Scrutineering – 8:00 – 9:00

Briefing 9:30

First session 10:00

Running order:

- Development Series Practice 1
- Pro Drift Practice
- Development Series Practice 2
- Pro Drift Ranking Battles
- Development Series Scored Laps
- Pro Drift Elimination Battles

Full schedule confirmed shortly before each event.

## **SEASON CHAMPIONSHIP POINTS:**

Each round a driver competes in gains them points for the overall season title.

Drift South Pro Drift Points System:

1st=100 points, 2nd=90, 3rd=80, 4th=69, 5th-8th=55, 9th-16th=35, 17th-32nd=20, 32nd+=10.

5 points allocated to all who start the day but retire before starting an elimination battle.

Bonus points for qualifying (from ranking battles): 1st=8 points, 2nd-5th=5, 6th-10th=2.

In the case of 2 or more drivers finishing the season in a tie for any of the top 3 positions, the first countback method will be the driver who won the higher number of events during the season, followed by most 2<sup>nd</sup> place, then 3<sup>rd</sup> places finishes. If still tied there will be a judged drift battle (or battles if required) to decide a winner.

### Drift South Development Series Points System:

1st=30, 2nd=26, 3rd=23, 4th=20, 5th=18, 6th=16, 7th=14, 8th=13, 9th=12, 10th=11, 11th=10, 12th=9, 13th=8, 14th=7, 15th=6, 16th=5, 17th+=1.

In the case of 2 or more drivers finishing the season in a tie for any of the top 3 positions, the first countback method will be the driver who won the higher number of events during the season, followed by most 2<sup>nd</sup> place, then 3<sup>rd</sup> places finishes. If still tied there will be judged drift laps to decide a winner.

### Judging Criteria

This is a general judging guideline for all Drift South events. (Battle elements for Pro Drift only)

Circuit specific judging criteria and clipping points will be given separately prior to each event. Information given at drivers briefing may differ slightly from this.

Ranking battles is really qualifying, but in a battle format. Both the lead and chase driver are judged independently with a maximum score of 100 points.

The chase driver will be rewarded with a higher score for chasing close and mimicking the lead car as per elimination battles.

Elimination battles are scored out of a total of 10 points, divided between both drivers (half points possible).

Line/angle/style etc are not scored individually. All of the below factors will contribute to the judges score.

- Line – Track specific clipping points will be described prior to the event and at drivers briefing. A driver who can get close to the clips without hitting them or going off track will score highly.
- Angle – A driver who can carry a high angle without losing momentum will score highly. Big entries are rewarded at certain track layouts but only if it does not impede the chaser.
- Style – Clean single motion transitions, throttle aggression, general smoothness/confidence, minimal use of handbrake etc will score highly
- Speed/proximity – A chase driver who can stay close to the lead car through the entire section will score highly. A chase driver who hangs back and then closes the gap toward the end of the section will not necessarily score an advantage. A lead driver who can pull a gap while hitting the clips with good angle will score an advantage. To encourage close battles we do allow the chase driver to be slightly shallow.

### Wheel off/dirt drop rule:

1 wheel off = minor deduction

2 wheels off = major deduction

3-4 wheels off = zero score

### Some examples of points deductions for mistakes/corrections:

Minor deduction: slight understeer or correction while rear wheels still under drift, car is under power, car slightly off judged line, shallow angle or off line to aid in catching lead car

Major deduction: car loses drift momentarily for less than two car lengths, long handbrake drag, car well off judged line, shallow angle and off line to aid in catching lead car

Zero: spin, opposite drift/manji, loss of drift for more than two car lengths anywhere within the judged section

Over rotation / Stalling / loss of momentum / shallow angle / bad line in the lead will be a points deduction depending on severity.

### The lead car is a 'mobile clipping point'

If the lead car makes a mistake but maintains drift, the chase car must follow and maintain drift, in this case the chase car will receive an advantage

It is the judges' discretion if the chase car spins/straightens while 'avoiding an incident'

If the lead car zeros, the chase car does NOT need to complete the run

If the chase car zeros, the lead car DOES need to complete the run

Chase car must always give track space to the leader for their initiation

There is a strong emphasis on the lead driver to lay down a good clean qualifying run. A solid 'chaseable' lead run will score highly. Mistakes/corrections/missed clips in the lead will be penalised more heavily than when in the chase position.

#### Loose bodyparts:

If any body parts should come loose or detached during battle (ranking or elimination), a score reduction will apply depending on the severity.

Eg. Bumper/sideskirt dragging or thrown off track – minor deduction

Bumper/sideskirt thrown in path of oncoming car – major deduction

Doors, bonnet, boot opening mid run are dangerous and - zero score

#### Leaking Fluids:

Fluids must not be leaking from any car on the start line or within the judged area. This includes water dripping from an intercooler sprayer, do not use a sprayer if the water will still be dripping as you reach the start line.

A car will not be permitted to start if any fluids are leaking, a 5 minute call is required if the start is delayed.

Start line official makes the final call on this.

#### Mechanical Test Laps:

These will only be permitted at the discretion of the Clerk of Course or assistant if required for safety reasons.

For some mechanical checks, eg testing for a misfire, a different section may be able to be used without interfering with the running of the event.

Variations to this document may be approved by the Clerk of Course and discussed in the judging briefing at an event.

Document created – 08 Nov 2021

Edit 18 Nov 2021 – Added boot to loose bodypart penalty

Edit 20 Sep 2022 – Space for lead car, Leaking Fluids & Mechanical Test Laps. Points tweaked

Edit 21 Sep 2023 – Allowance for variations to these rules. Tyre debad rule change.