



# Drift Masters Grand Prix 2017

Judging rulebook for qualification and  
finals battles in 2017 season

All rules were made with :



Main Judge DMGP  
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# 1. Qualifications

- 1.1. In qualification runs evaluated are: driving line, car angle, the average speed of a designated section of the track.
- 1.2. A driver can earn up to 100 points for one run qualifying
- 1.3. For the sum of 100 pts consists of up to:
  - a. 60 pts – line
  - b. 30 pts – angle
  - c. 10 pts - the average speed of a designated section of the track.
- 1.4. Line (max 60 pts) – The judges indicate on the track: outside zones and inside clipping points for which points are awarded and that sum is a maximum 60 pts. Distribution of the points for individual elements is discussed at the briefings. Depending on the configuration of the track and the position of the judges tower, Main Judge may assign two judges to look at the driver line. Detailed criteria about the best line (outside zones and inside clips) will be discussed at a briefing before a given round.
- 1.5. Angle of the car (max 30 pts) – The designated judge look at the angle of the car the whole length of the assessed track. The score is an objective value of a given judge. For the overall score also take into account the fluidity of transitions as well as the entire run. Detailed criteria for the assessment of the angle of the car will be discussed at a briefing.
- 1.6. Average speed (max 10 pts) - The head judge determines part of the track, which will be made to measure average speed of drifting car. The measurement will be performed by a professional device TAG Heuer.  
It is possible to add a speed measurement by a hand-held speedometer that will measure only the "entry speed".  
Judges will mark the zone of the acceleration (green line) and zone of deceleration / braking (red line). The competitor should adhere to these criteria in order to obtain a good qualification result  
Detailed criteria for the assessment of the average speed will be discussed at a briefing
- 1.7. Driver will drive two runs, and final score is his best run.

**1.8. Zero mistake, the following criteria granting a mistake of zero points:**

- 1.8.1. Hitting the cone posed along the track in front or back of the car;
- 1.8.2. Hitting the plastic separators or separator on the inside or the outside of the track (front or back of the car);
- 1.8.3. Such a hit of concrete barriers or barriers with the front or back of the car, which consequently causes lost of body parts or straighten the car (so-called "Kiss the Wall" is not considered a zero mistake and we are looking for it );
- 1.8.4. An overrun two wheels (front or rear) outside the line of external or internal track
- 1.8.5. Straighten of the car
- 1.8.6. Understeer of the car
- 1.8.7. Go out of the track with front or rear wheels;
- 1.8.8. Spining
- 1.8.9. Stop drifting
- 1.8.10. Driving straight throught start drift line

## 2. Final battles - Top 32

### Lead Driver Goals :

- Run the Qualifying line
- Run chaseable lead run
- Follow the Accel/Decel zone

Chaseable lead run : Leading driver have to filled all zones, hit clips and maintained a consistent speed and slowed in proper areas which gives the chase driver reasonable chance to chase with good proximity.

Unchaseable lead run : Leading driver make errors and deductions that make it difficult for the chase driver to keep up with while in drift.

### Chase Driver Goals :

- Car has to be in the proximity box
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead drivers angle
- Copy the lead driver's transitions and line

### **2.1. Zero mistake, the following criteria granting a mistake of zero points**

- 2.1.1. Spining at the judging part of the track;
- 2.1.2. Spining after finish line (length of the min. 20 meters):
- 2.1.3. Straigten of the car ;
- 2.1.4. Understeer of the car ;
- 2.1.5. Stop drifting;
- 2.1.6. The hitting of plastic separators or separator on the inside or the outside of the track (front or back of the car) by the car in front. The car on the back due to the poorer visibility is "a reduced tariff," and if he also hit a plastic separator judges decide, taking into account how strong was the impact and deduct him a certain number of points, including the zero points. There is a situation in which judges are able to do not deduct points for hiting the separators for a chase driver if they are due to the lead driver is way out of the qualifying line.
- 2.1.7. The hitting of the cones on the track (front or back of the car) by the car in front. The car on the back due to the poorer visibility is "a reduced tariff," and if he also hit a cone or the cones judges decide, taking into account how strong was the impact and deduct him a certain number of points, including the zero points. There is a situation in which judges are able to do not deduct points for hiting the separators for a chase driver if they are due to the lead driver is out of the qualifying line.

- 2.1.8. Hitting a concrete barrier or barriers with the front or back of the car as a consequence make understeer, spin or loss of control of the car .(so-called "Kiss the Wall" is not considered a zero mistake and we are looking for it ) Zero points can be awarded to a rider in the front if his impact on the concrete barrier causes Dropping his part of the car so that the driver in the back could not continue drifting - the judges will decide whether the falling part prevented the driver in the back stop drifting.
- 2.1.9. Went out of the outside or inside line on the track with both wheels (rear or front)
- 2.1.10. Went out of the track with both wheels (rear or front) ;
- 2.1.11. Hitting the car driving on the back of the car driving in front causing the mistake driver in the front - has the effect of zero point penalty driver in the back. A driver in the front must continue to drive after being hit from the back unless the car has malfunction as a result of the impact. (Referees decide how hard it was and subtract the number of minus points including zero point)
- 2.1.12. If the driver in the back do not leave enough space for the transfer of the car in front (including by bringing it into collision) has the effect of zero point penalty for the driver in the back.
- 2.1.13. In the case of a false start judges can announce a repeat run. In case of repetition of a false start by the same driver in a run, judges give him zero points.
- 2.1.14. In the case of introduction of "start chicane", if a driver that leads hit twice the forming cone receives zero points. After first hitting the judges admit repetition run.
- 2.1.15. Late start drifting (the passing of a line or a section of the track indicating a start drifting) will result in the zero points.
- 2.1.16. Using the left foot for a long period of time on the brake by leading driver is prohibited and is receiving zero points.
- 2.1.17. **Proximity box:** The section on the track designated by the judges, which must be in both cars at the start drifting. If chasing car does not appear even with the front bumper within the Proximity Box judges give chasing driver zero points. It is allowed to designate more than one "proximity box" on the course.
- 2.1.18. **Foul plays:** Judges have the right to deduct points or even admit zero points the player who, in the assessment of the judges is doing "Tricks" or "unclean plays" in relation to the other player.

- 2.1.19. Overtaking is prohibited and will result in zero points for the driver in the back if commit this error. Overtaking is only possible when the player riding on the front makes a mistake and will result in zero and risk of a collision with a driver in the back; In this case, the player riding on the back has the right to overtake to avoid collision.

### **3. General rules**

- 3.1.** The rules of judging, referred to all rounds of the DMGP in 2017 season.
- 3.2.** It is possible to introduce additional criteria, they will be detailed during the briefings.
- 3.3.** If the specifics of the track will need to change the criteria for determining the judging, these changes will be discussed during briefing of the round.
- 3.4.** Each judge has a right to their own assessment and interpretation of events during the round of the competition assessment.