



G1 JUDGING GUIDELINES

General Judging Criteria

Competitors will be judged on the following criteria:-

Speed

The speed that the competitor maintains;

- entering a corner,
- through the corner,
- through the entire judged area.

Maximum points will be awarded to a Competitor whose vehicle maintains a consistent high-speed drift (relative to the radius of each corner).

Line

How closely a Competitor's vehicle is able to follow what is considered by the judges to be the traditional racing line. Maximum points will be awarded to Competitors who 'clip the apex' of each corner, following a traditional racing line through the entry and exit of the turns.

Angle

The angle of rotation of the vehicle about its vertical axis relative to its direction of travel, as well as the Competitor's ability to sustain angle for as long as possible.

Emphasis will be placed on the Competitor's ability to;

- quickly generate maximum angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner,
- link corners using a consistent series of drifting motions,
- maintain a wide angle of drift for long periods,
- control vehicle when maximum amount of opposite lock is used.

Judged Area of Track

The course will be judged from the final transition of the entry to 'Turn 7' to cone markers at the exit of 'Turn 2'.

Judging Positions/Layout

The course will be split into two sectors for qualifying only – sector A is from the beginning of the course, to the track's start/finish line, and sector B is from the track's start/finish line to the end of the course. There will be three judges located in the control tower. The judges will each assess both sectors separately.

During elimination battles, the three judges will assess the run over the whole course, from the control tower.

There will be two additional judge's, known as 'Spotters' They will be situated in flag point 7 and flag point 2. They're role will be to help the 3 control tower judges make decisions where their vision may be obscured.

Judging System/Points (Qualifying)

Each judge will assess the qualifying run separately using the General Judging Criteria and score each run out of a total of 100. (50 for Sector A and 50 for Sector B). After each run, the judges will then compare their scores, with the average of these scores being the competitors qualifying run score.

Competitors will be given 2 qualifying runs, with their qualifying score being the highest score of these. In the event that two competitors achieve the same final score for qualifying, a 'count-back' will take place, where the two competitors' second best results will determine their ranking for final battles. The count-back only compares the two competitors involved, not all the other competitors in the field.

A spin during a qualifying run will record a zero (0) in that sector. However competitors are encouraged to complete the remaining course as the second sector score may still count towards a qualifying position.

Judging System/Points (Battle)

There will be two runs per battle, with the roles of the lead car and the chase car reversed for the second run. Battles will not be judged in sectors, but assessed over the entire course. Battles will be judged out of a total of 20 points and each run will be judged out of a total of 10 points. With 11-9 being the minimum difference for a battle win.

The lead car is judged on the driver's ability to meet the General Judging Criteria during the battle run. The chase car is judged on the driver's ability to drift the course within close proximity (relative distance from the lead car), while emulating or improving on the lead car's angle.

The chase car will have a small tolerance for shallower angle to regain proximity on transitions if room is required for the lead car to transition safely. If the chase car is able to maintain proximity within 2 car lengths for the majority of the run, while emulating or improving on the lead car's angle, the chase car shall be awarded a marginal win for that run.

If there is no clear winner at the end of the battle (2 runs), the battle will be re-run until a clear winner can be decided.

Judging System/Points (Twin Drift Competition)

Twin Drift competition will be judged on showmanship first and foremost. All general judging criteria will be incorporated, but the two competitors will be judged together.

Additional Notes - Judging

Spins

A spin during a battle will record a 0 for that run, handing the opponent a 10-0 win.

Off Track

Points will be severely deducted from Competitors who fail to keep within the track edges while drifting.

Straight Section

As there is a straight section in the middle of the course, during battles the chase car will not be penalized for entering Turn 1 later than the lead car if the lead car creates a larger gap between the two cars in this straight section.

Overtake During Battle

The chase car should only overtake the lead car under drift conditions under the following scenarios;

- when the lead car spins
- where the chase car fails to keep within the track edges

Please note that a competitor who is able to maintain close proximity without passing will be awarded more points than a competitor who chooses to pass when the lead car is still within the track edges.

Collisions during Competition

For safety and financial reasons, collisions are to be actively avoided. If a collision is accidental and the lead car only needs to perform a very small correction, it may be deemed acceptable, however it will be the sole discretion of the Judges as to whether or not the lead car is affected by the collision and points will be awarded accordingly. If the collision is considered to be serious by the officials, it is at the sole discretion of the Clerk of Course who is at fault. However, the judges may make a discretionary decision for the purpose of judging the battle.

Accident Avoidance

If the lead car makes a mistake (spins or straightens) and the chase car has to abandon the drift or take evasive action to avoid a collision with the lead car, the chase car will not be penalized for this. The lead car will be penalized under the General Judging Criteria. Therefore more points will be awarded to the chase car.

Brake Checking

If the lead car purposefully slows down prior to entering a corner in an attempt to put off the chase car, the lead car will receive a warning from the Clerk of Course or the Chief Judge. If it continues the lead car will be penalized and may receive a 0-10 battle loss.

'Drag Race Cone'

Refer Series Regulations part 21.2. It is the responsibility of the lead car to ensure there is overlap of the cars by the 'Drag Race Cone'. The spotter at flag point 7 will raise a black flag and both cars are to transport back to the start line for restarting the battle. The offending car will receive a total of 3 warnings throughout the event, the 4th will be disqualification. Please also note that if either car does not accelerate at a 'reasonable' rate they may also receive a warning. The purpose of this rule is to ensure slower and lower powered cars are not heavily disadvantaged by faster and high powered cars.

Unsporting Behavior

If the judges or Clerk of Course deem that a competitor demonstrates behavior that gives them an unreasonable competitive advantage, the competitor may be penalized or disqualified from competition.

Feedback from Judges

Competitors may wish to request feedback from judges as a means of ascertaining which areas they need to improve. For detailed verbal feedback, competitors may request that judges observe and rate them during the **practice sessions only**, but this will be on an ad-hoc and informal basis. For qualifying runs and battles, a computer printout of scores will be available before the finals (in the case of qualifying) or the following round (during battles). Competitors are not permitted to enter the judging area at any time.

The Judges' Decision is Final

As per the CAMS approved regulations, the judges' decision is final. Judging drift events is subjective. Therefore, competitors are asked to respect the decisions of the judges, even if they disagree with the outcome.

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