



SAUDI DRIFT

BATTLE BRIEFING



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

FRIDAY TIME SCHEDULE

- 8:30 – 10:00 - Administrative Checks & Scrutineering
- 10:00 – 10:30 - Driver's briefing- track walk
- 10:45 – 11:30 - Free Practice
- 11:30 – 12:30 - Lunch Break / Friday Prayer
- 13:00 – 14:00 - Tandem Practice
- 14:15 – 14:45 - Driver's Briefing – Opening parade
- 15:00 – 16:15 - TOP 16 rounds
- 16:45 – 17:15 - TOP 8 rounds
- 17:30 – 18:00 - TOP 4 rounds
- 18:30 – 19:00 - Battle for 3rd and 4th place and Finals
- 19:30 - Medal Ceremony



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

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)



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

IMPORTANT NOTES

- 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.
- All penalties and other official documents will be distributed via Sportity app
- All driving outside of the drifting layout should be limited to maximum 10km/h.



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

SPORTITY ACCESS



Sportity

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

MS23SG

Sportity app is available in



www.sportity.com

WARM-UP ZONE

- TIRE warming is allowed only in warm-up “burnout” zone
- Drifting and burnout in the crossing to the starting area or paddock is prohibited and will be penalized
- Standing still burnout is prohibited, car needs to be moving



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

JUDGES



DAVID KALAS

STYLE JUDGE



AHMAD JAN

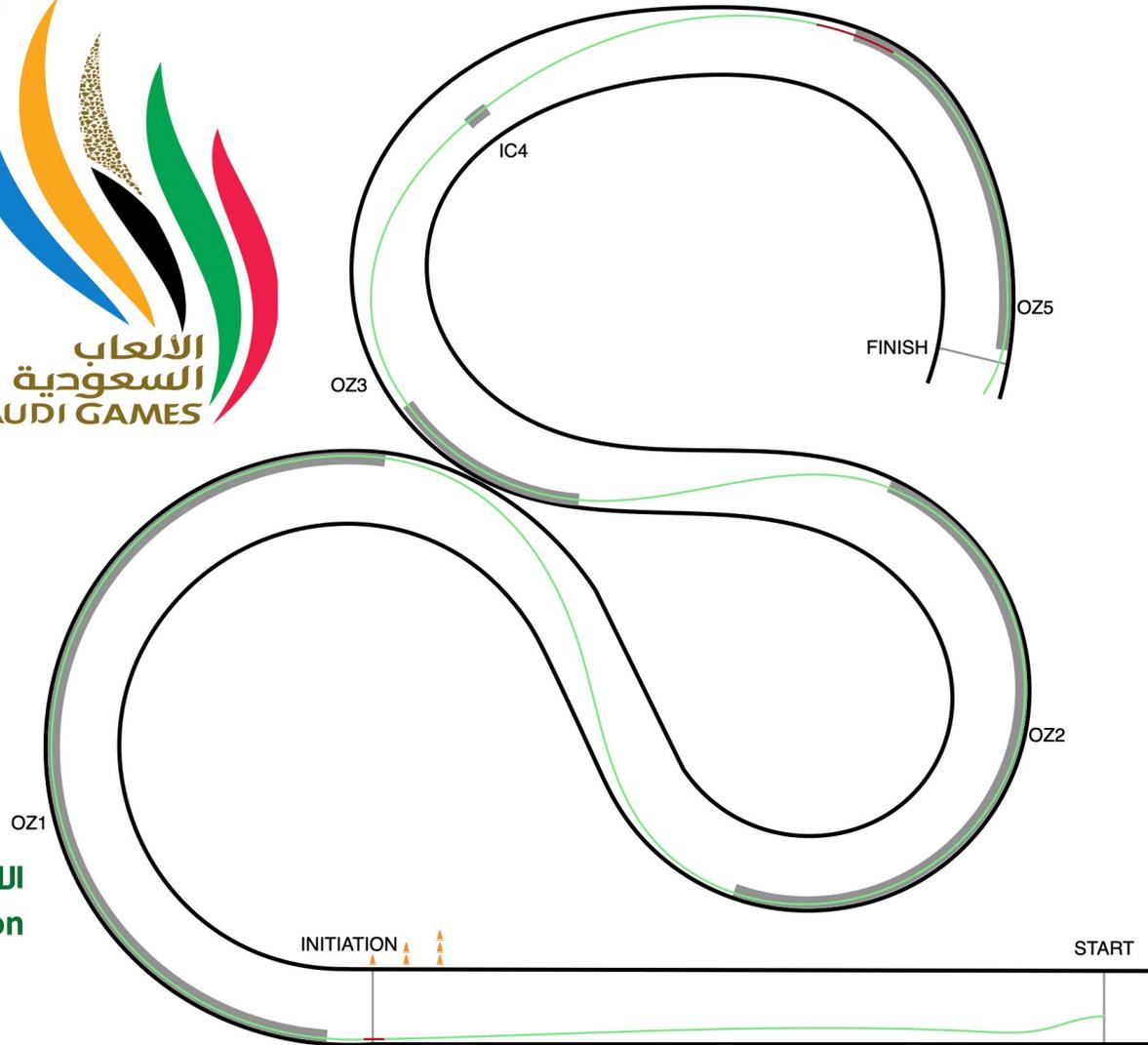
ANGLE JUDGE



VERNON ZWANEVELD

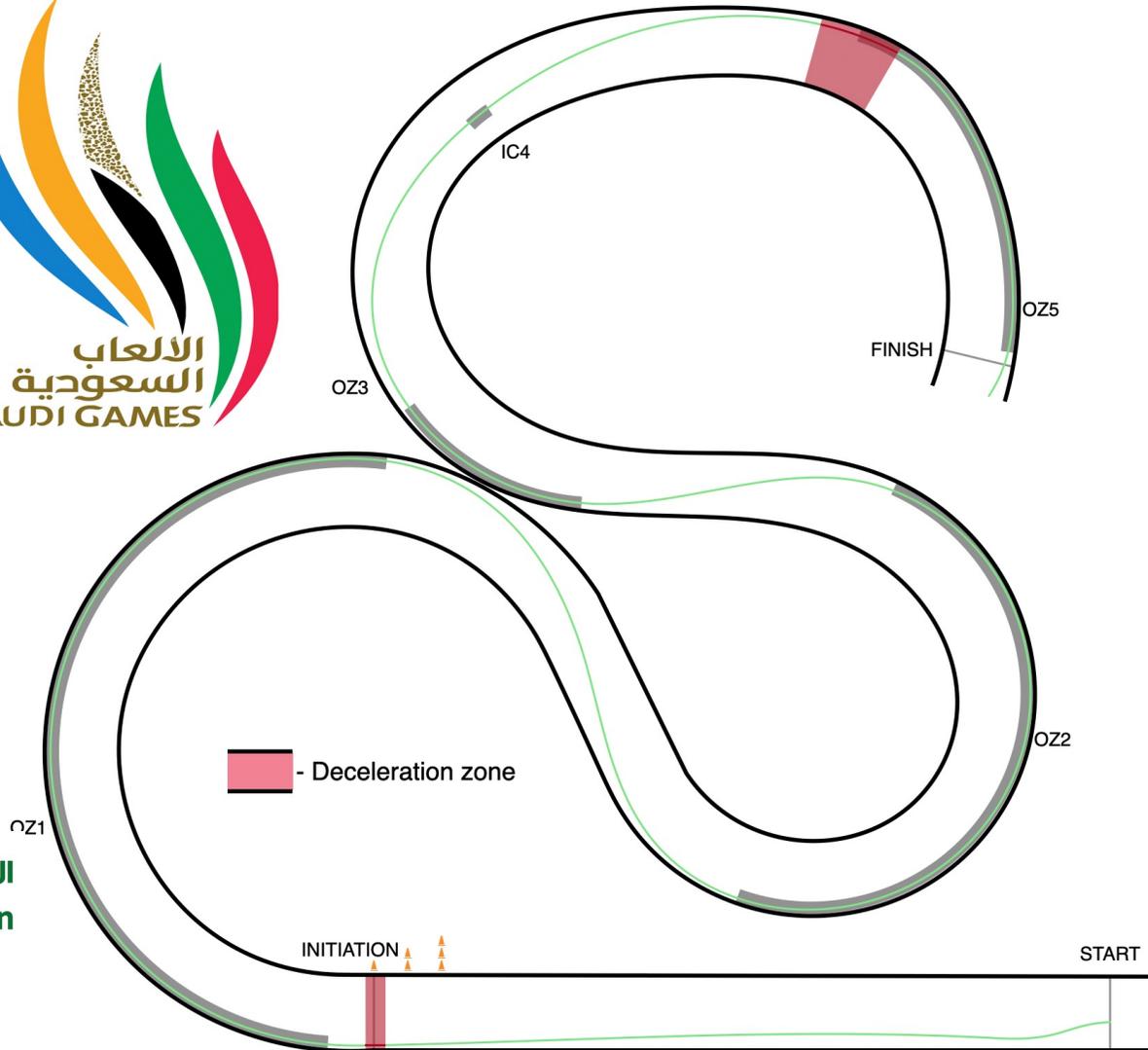
LINE JUDGE

TRACK LAYOUT



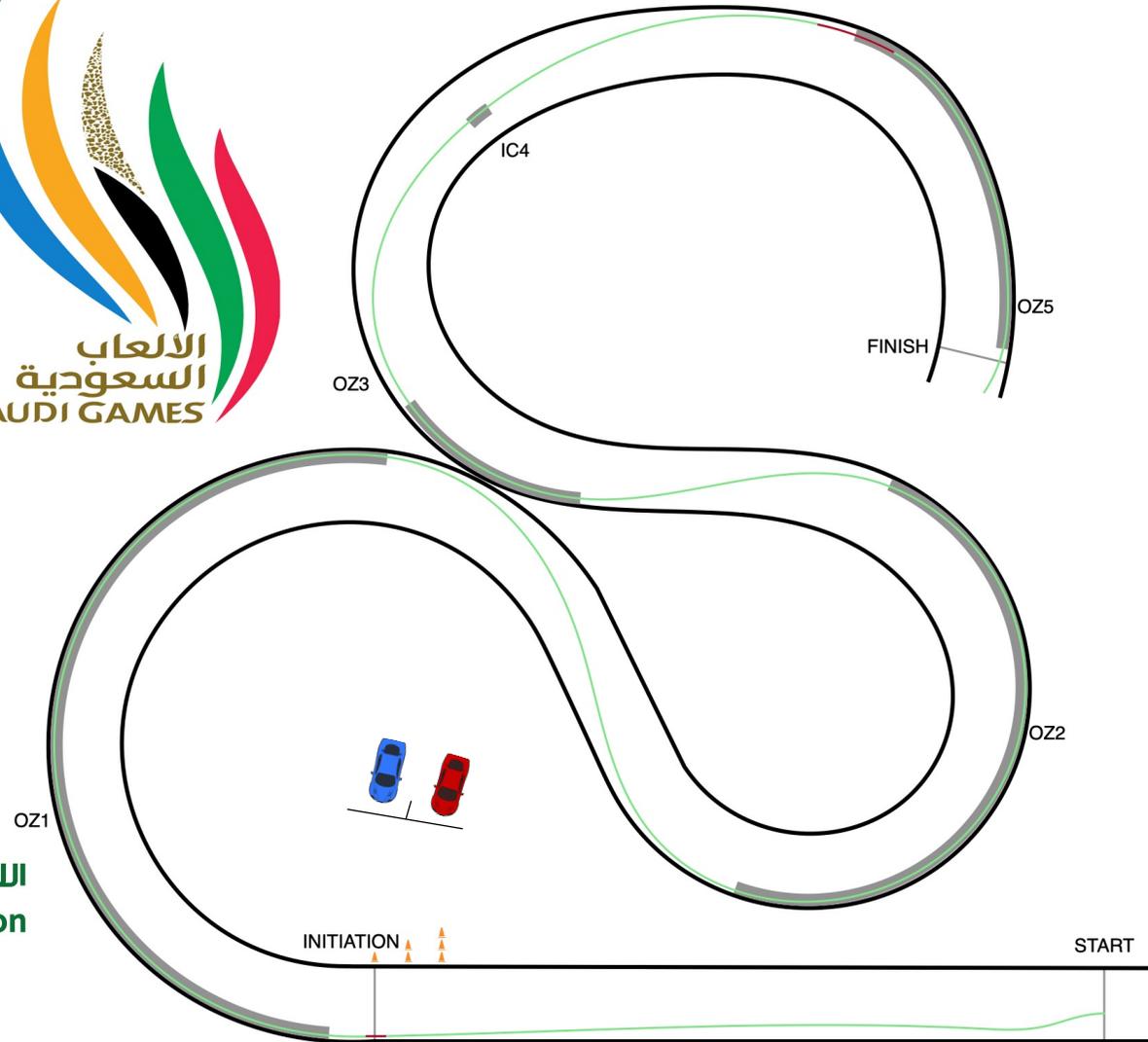
الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

DECELERATION MAP



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

WINNER ANNOUNCEMENT



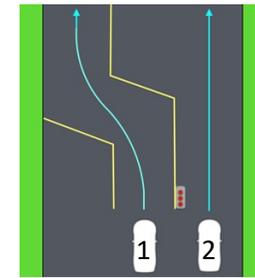
الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

STARTING PROCEDURE

- The chase vehicle is allowed to leave the start line prior to green flag drops, 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.
- It is allowed for the chaser to stand 1 car length behind leader on the start line and start rolling prior the green start light to get advantage in pace
- The lead car must leave when the start green 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. Marshalls with red flags will be positioned on right side before initiation point.
- The 3rd strike given to a driver in a battle will result in that driver receiving an incomplete for that run.

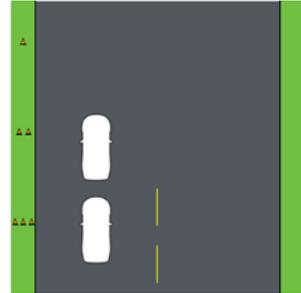


الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation



INITIATION

- Driver should not initiate later than last initiation cone sign
- Lead driver can use full width of the track
- 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
- Single file initiation is preferred for chaser, in case of contact chase driver will be deamed at fault (if runup from leader is considered acceptable)
- 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



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

CHASE DRIVER GOALS

- Initiate no later than the latest initiation point
- Maintain close proximity to the lead car throughout the run
- Match or outperform the lead car's angle
- Mimic 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



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

CHASEABLE 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 generally adhering to the decel map.
 3. The lead driver filling the majority of the outside zones and achieving the inside clipping points.
 4. The lead driver expressing control throughout the entire course.
- 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.



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

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 or erratic 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.



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

INCOMPLETE SCORE 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
 - Hood and/or doors opening during a run
 - 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
 - Proximity box – distance between cars is greater than chaser at start of OZ 5 and leader is already in finish



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

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.
 - To prove that car is capable the driver need to run runup in competition pace and do initiation of drift in designated place.
 - After initiation driver has right to decide to stop drifting to safe tires
 - Drivers needs to be on start line no later then at the time of his battle based on battle chart provided by officials



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

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.



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation



**THANK YOU FOR ATTENTION
AND GOOD LUCK!**