



SAUDI DRIFT

QUALIFICATION BRIEFING



الاتحاد السعودي للسيارات والدراجات النارية
Saudi Automobile & Motorcycle Federation

THURSDAY TIME SCHEDULE

- 14:30 - Service Park Open
- 14:30 – 18:00 - Administrative Checks & Scrutineering
- 18:15 – 18:45 - Driver's Briefing – track walk
- 19:00 – 21:00 - Free Practice 1
- 21:00 – 21:30 - Driver's Briefing (2)
- 21:30 – 23:59 - Free Practice 2



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FRIDAY TIME SCHEDULE

- 17:00 – 17:40 - Driver's Briefing
- 18:00 – 19:00 - Practice before Qualification
- 19:00 – 20:30 - Qualifying 1
- 20:45 - Publication of Qualification 1st half
- 21:00 – 22:30 - Qualifying 2
- 23:00 - Publication of Qualification 2nd half



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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)



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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.



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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



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QUALIFICATION PROCEDURE

- Drivers will complete two non-consecutive runs on the course.
- Running order will be ascending through Driver list, which will be distributed in paper or electronic form. Driver is responsible for being at start when is his/her position in list.
- Qualification will happen in the following way:
 - 1) the first run for all drivers in order base on drivers list, and
 - 2) then the second run for all drivers in the same order
- Driver needs to be on the start line by given order, if spot in qualification will be missed, points for qualification run are automatically 0
- No 5min rule for qualification, in case of car breakdown
- In between qualification runs it is allowed to change tires, change alignment or repair car

JUDGES



DAVID KALAS

JUDGE 1



AHMAD JAN

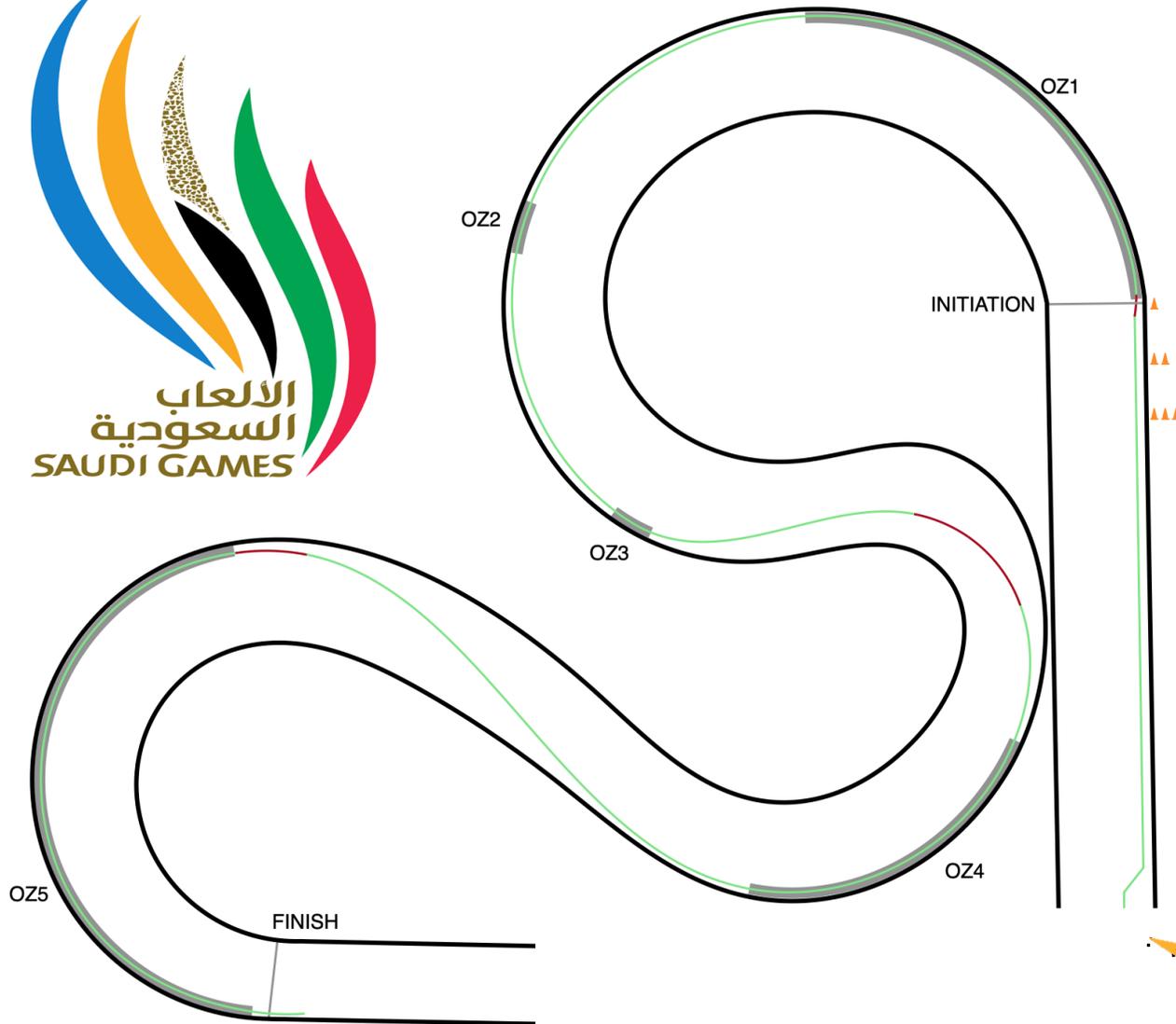
JUDGE 2



VERNON ZWANEVELD

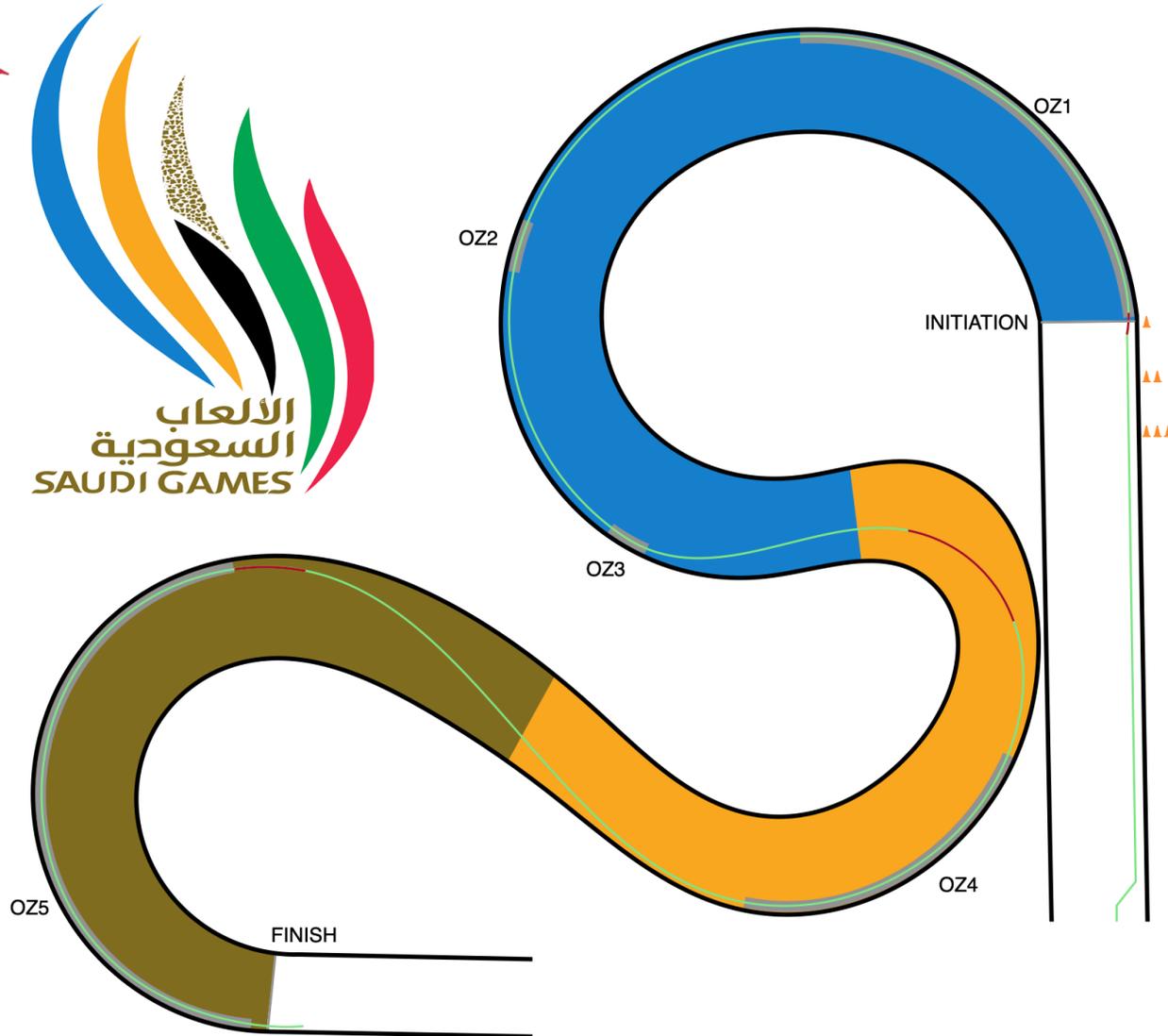
JUDGE 3

TRACK LAYOUT



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TRACK LAYOUT

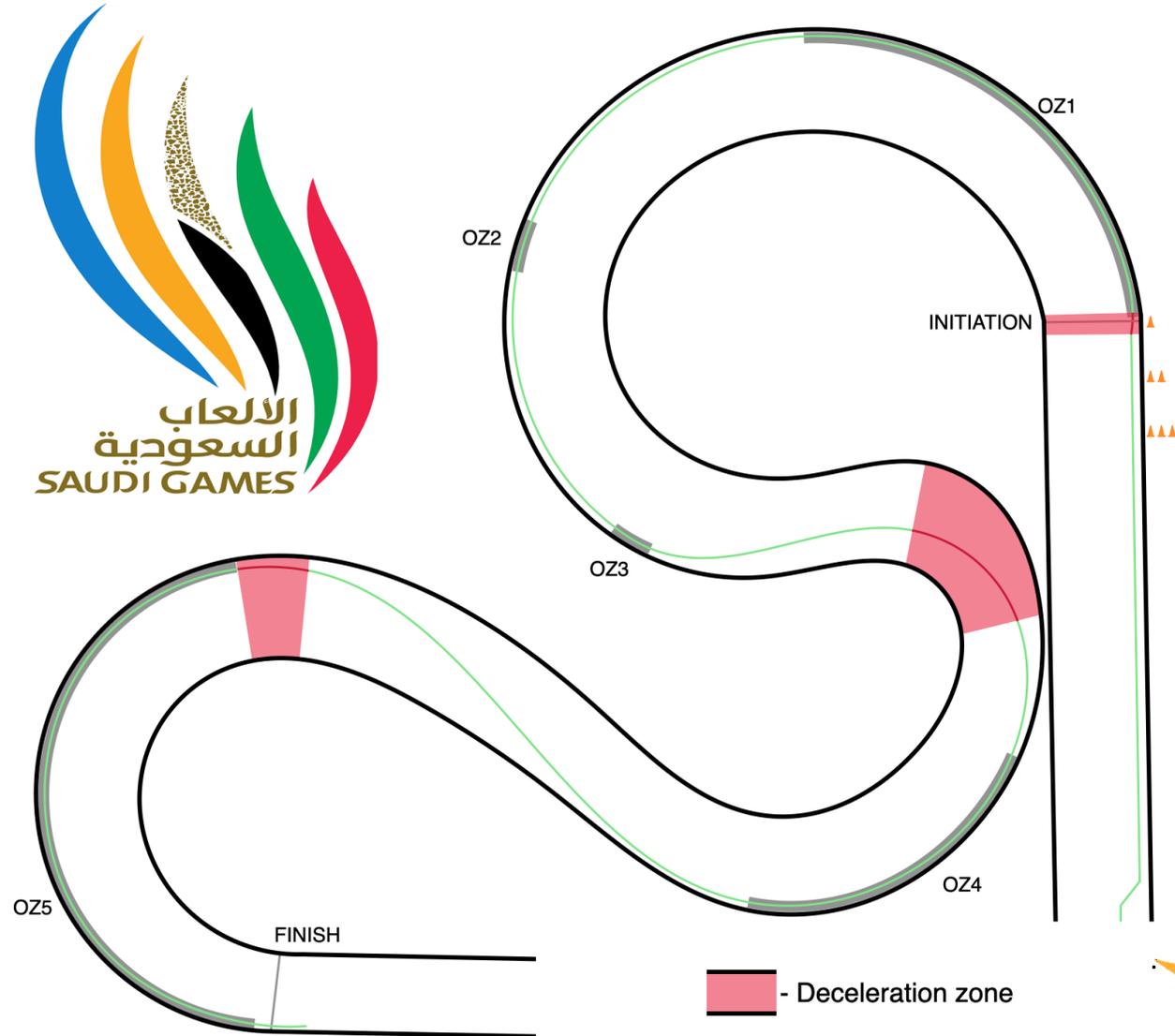


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AREA	LINE	ANGLE
Sector 1	16	12
Sector 2	12	9
Sector 3	12	9
Total	40	30

STYLE	
Fluidity	15
Commitment	15
Total	30

DECELERATION MAP



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INITIATION

- Driver should not initiate later than last initiation cone sign
- Driver should not use more than designated part of track width for initiation
- Initiation style is a free choice; However, drivers should slow down as little as possible
- Handbrake (points will be deducted for applying long handbrake with significant deceleration),
- Clutch kick or weight transfer (weight transfer /clutch kick scores higher)



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QUALIFICATION CRITERIA

LINE 40points

- Line points will be broken up by sectors.
- Drivers will be judged on their ability to fill outside zones with the rear wheels of their vehicles.
- Track is divided in to 4 sectors
- Outside zones should be filled from side to side preferably with both rear wheels
- T&G zone can be just crossed with one rear wheel anywhere on its surface
- Car should be as close as possible to the front clipping point cone with its front bumper. If the cone is moved from it's position by car, driver is not receiving points for that clipping point
- DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:
 - Double initiation
 - Tires Off-Course
 - Offline
 - Missing Zones

AREA	LINE	ANGLE
Sector 1	16	12
Sector 2	12	9
Sector 3	12	9
Total	40	30



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QUALIFICATION CRITERIA

ANGLE 30points

- Drivers will be judged on their ability to complete the course while maintaining a high degree of angle that allows them to maintain pace in areas that are not deemed as Decel zones.
- Angle needs to be steady especially in last sector of the track
- Track is divided in to 4 sectors
- DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:
 - Double initiation
 - Corrections
 - Lack of Angle
 - Overrotation outside of decel zone

AREA	LINE	ANGLE
Sector 1	16	12
Sector 2	12	9
Sector 3	12	9
Total	40	30

QUALIFICATION CRITERIA

STYLE 30points

- Style will look at how the vehicle behaves throughout the entire course. Style is separated into 2 categories: Fluidity and Commitment.
- COMMITMENT – 15points
- Commitment refers to the forward momentum of the vehicle throughout the course. Ideally the vehicle should maintain momentum outside of the decel zones while approaching outlines with confidence and dedication.
- DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:
 - Off- or part-throttle prior to initiation
 - Initiating beyond the latest initiation point
 - Slowing outside of the decel zones
 - Timid approach to walls or course outlines

STYLE	
Fluidity	15
Commitment	15
Total	30

QUALIFICATION CRITERIA

- FLUIDITY – 15points
- The style judge will be assessing how quickly the angle was achieved, how smoothly the driver achieved the angle and whether the driver achieved the desired amount of angle.
- DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:
 - Slow rotations
 - Stepped rotations (controlling the steering wheel to add small amounts of angle at a time)
 - Inaccurate rotations (achieving a degree of angle, then adding or subtracting angle mid-corner)

STYLE	
Fluidity	15
Commitment	15
Total	30



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INCOMPLETE QUALIFICATION

- 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 or major straightening
- 2 wheels off the marked track layout
- Unchaseable lead run
 - 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 driver varies pace unpredictably or not as described on the course description.
 2. The driver does not adhere to the decel map, whether due to driver error or vehicle malfunction.
 3. The lead driver missing majority of the outside zones and/or inside clipping points.
 4. The lead driver is out of control or erratic throughout the course.



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