

DMP DRIFTINGOWE MISTRZOSTWA POLSKI

ROUND 1 - SŁOMCZYN

QUALIFICATION BRIEFING



Betclic

FRIDAY TIME SCHEDULE

09:00 - Opening of the paddock

10:00 - Opening of the competition office

10:00-18:00 - Administrative check-in (training possible only after administrative check and a portrait photo in a racing suit)

10:30-18:00 - Technical scrutineering

11:00 - Briefing with DMP drivers. MANDATORY

11:30-15:00 - Free training

15:00-15:30 - Technical break

15:30-18:00 - Free training

18:30 - BRIEFING OF DMP COMPETITORS (MANDATORY lack of presence results in the inability to start in Saturday trainings)

18:30 - Closing of the competition office



SATURDAY TIME SCHEDULE

07:00 - Opening of the competition office

07:30-08:30 - Training of DMP SEMI-PRO competitors

08:30-10:00 - Practice for DMP PRO competitors

10:30-12:00 - SEMI-PRO qualification

12:00-14:30 - PRO Qualification

15:00 - Briefing of DMP Obligatory competitors

16:00 - Closing of the DMP competition office



TRACK AREA MAP



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)

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 their discretion.
- On Friday practice first 30min only single runs
- Hot pit area is not available on this event
- All penalties will be provided via email, in paper version on Official Notice Board
- All driving outside of the drifting layout should be limited to 50km/h, inside of paddock maximum 10km/h.

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

COMPETITION TIME-OUT

- A competition timeout is fixed at 5 minutes, and each competitor can request only one competition timeout per event
- Competition timeout is possible only to take in battles
- During tandems once a collision has occurred, the Judges will ascertain fault. In some cases, damage sustained to the cars may require time to repair. Only the driver not at fault may request up to 10 minutes to repair their car

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:
 - the first run for all drivers in order base on drivers list, and
 - then the second run for all drivers in the same order

JUDGES



DAVID KALAS

STYLE JUDGE



KAROL JABŁOŃSKI

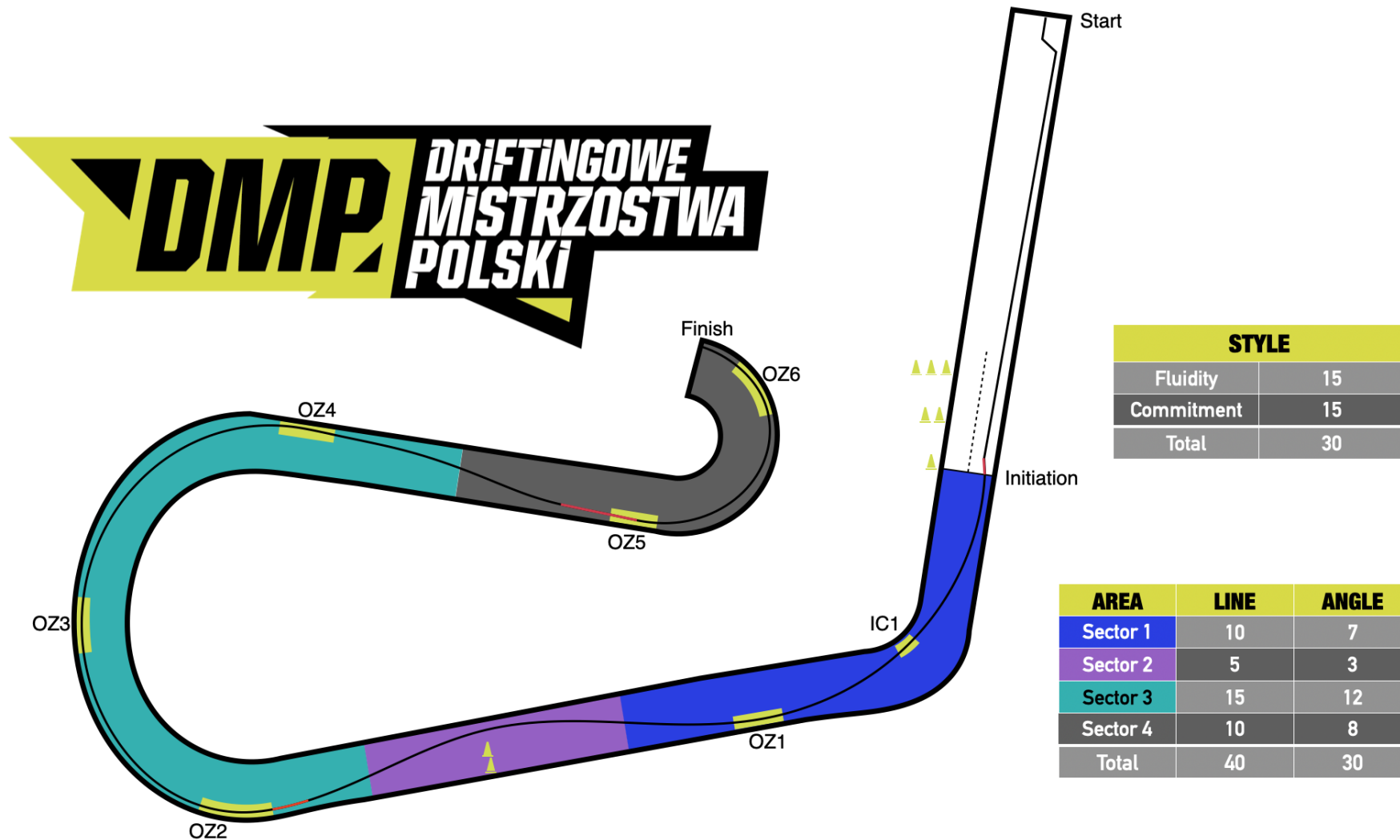
ANGLE JUDGE



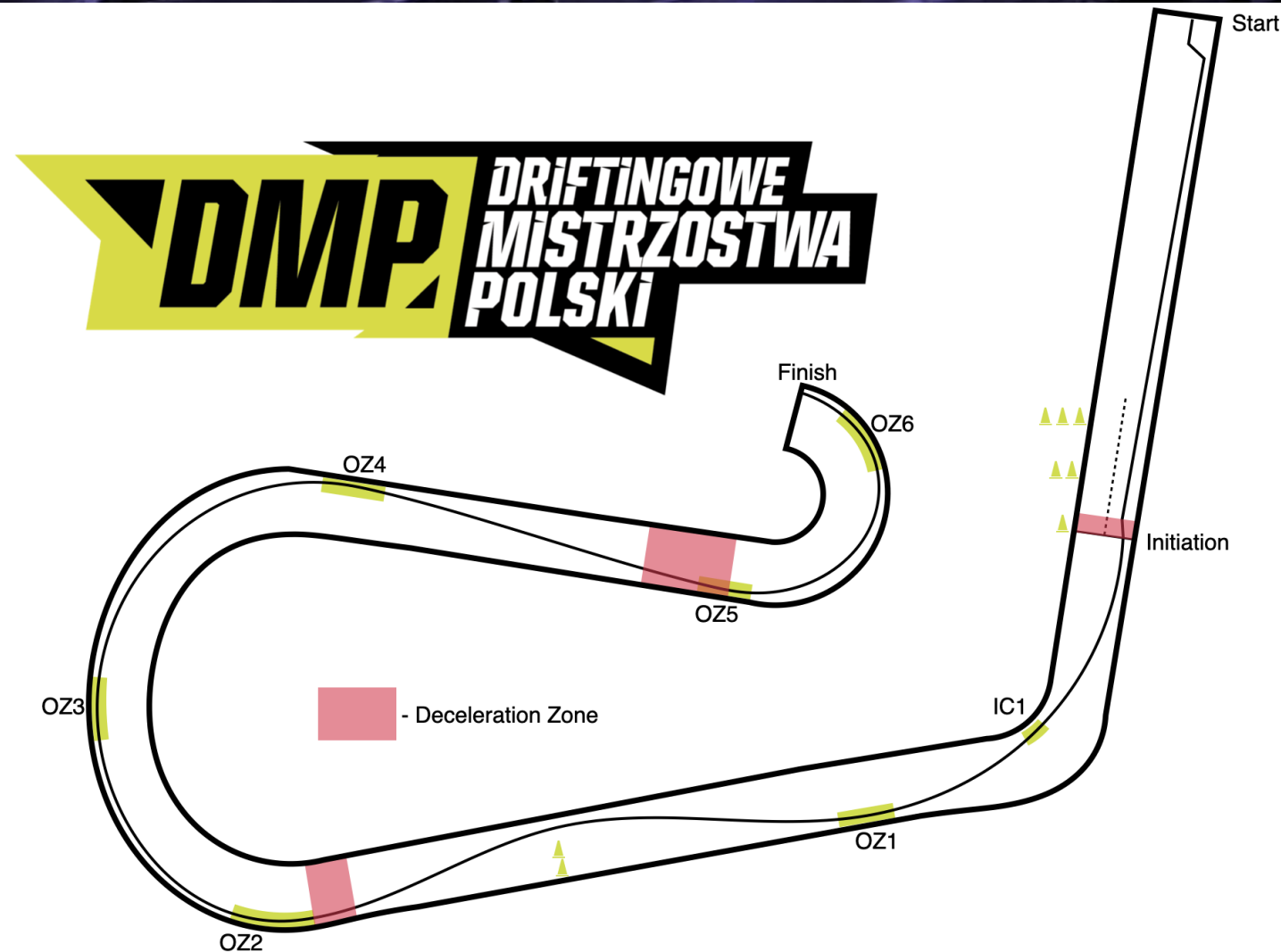
TOMÁŠ ŠUTKA

LINE JUDGE

TRACK LAYOUT



DECELERATION MAP



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)

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	10	7
Sector 2	5	3
Sector 3	15	12
Sector 4	10	8
Total	40	30

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	10	7
Sector 2	5	3
Sector 3	15	12
Sector 4	10	8
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

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.

DMP DRIFTINGOWE MISTRZOSTWA POLSKI

ROUND 1 - SŁOMCZYN

TANDEM BRIEFING



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SUNDAY TIME SCHEDULE

07:00 - Opening of the competition office

07:30-08:15 - DMP Semi-Pro competitor training (obligatory starts in Pairs)

08:15-09:45 - DMP Pro competitor training (obligatory starts in Pairs)

9:30-9:50 - SPEEDGAMES DRIFT OBLIGATORY briefing

10:00 -11:30 SPEEDGAMES DRIFT TRAINING

11:30-13:30 - DMP TOP16 SEMI-PRO competition

13:30-15:00 - DMP TOP32 PRO competition

15:00 - Technical break

16:00 - DMP TOP16 PRO competition

17:40 - SPEEDGAMES DRIFT competition

18:00 - DMP PODIUM

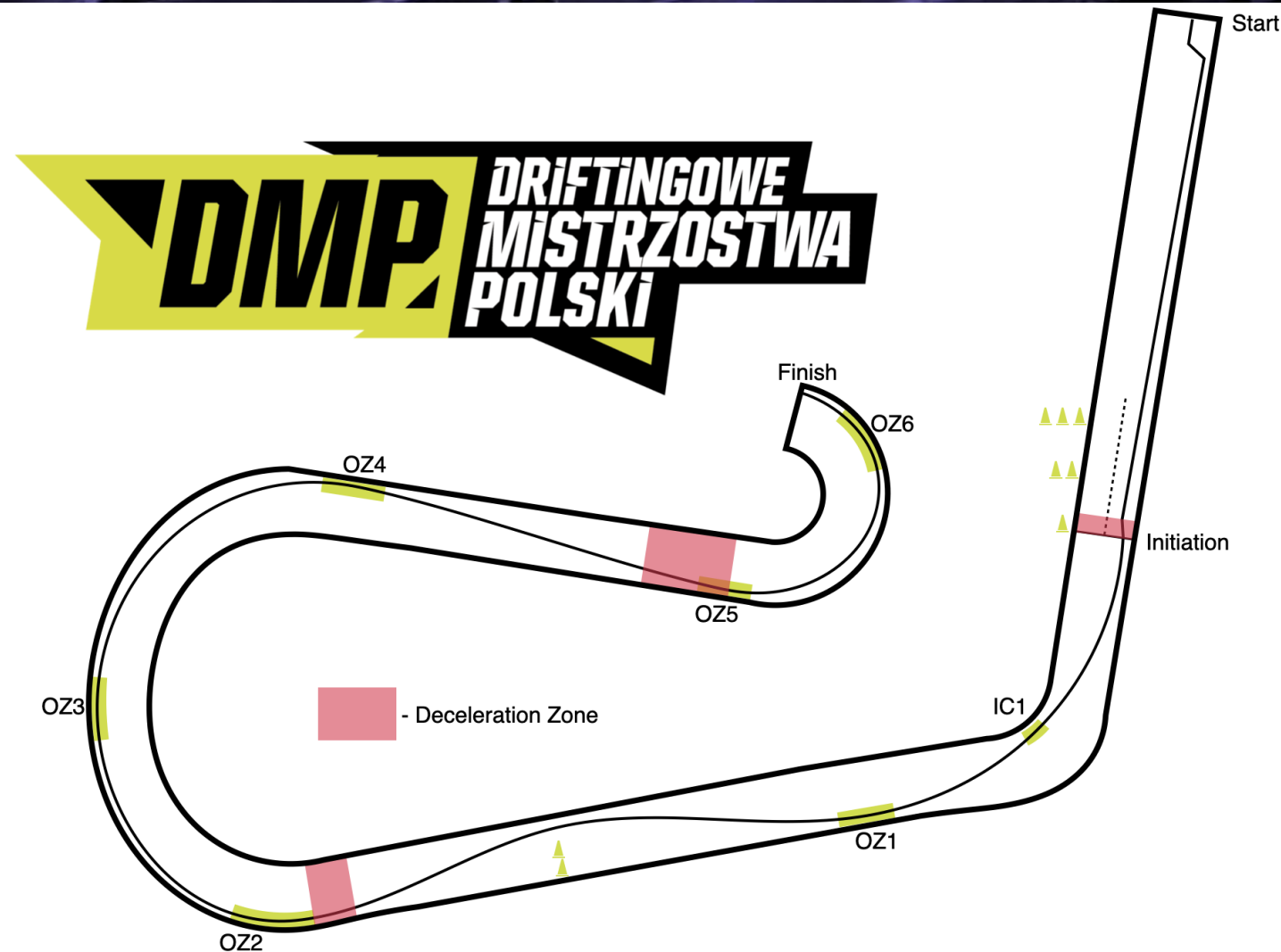
18:15 - SPEEDGAMES DRIFT PODIUM



TRACK LAYOUT

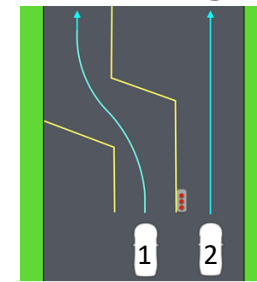


DECELERATION MAP



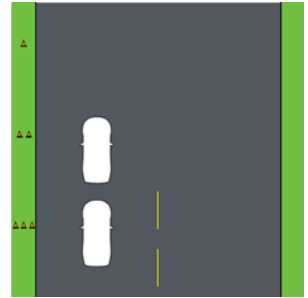
STARTING PROCEDURE

- The chase vehicle is allowed to leave the start line prior to the start light turns green, 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 light turns green.
 - 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. Marshall with red flags will be positioned on left 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.



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).



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

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

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 aforementioned points may result in judging penalties.

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.

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

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

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.

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THANK YOU FOR ATTENTION
AND GOOD LUCK!



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