

AUSTRIAN DRIFT SERIES 2019



RULEBOOK, Version 1.1 // 2019

DRIFT COMPETITION

ORGANISER:

DRIFT GREINBACH
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ARTICEL 1: General

Austrian Drift Series is a drift automotive series consisting of 2 Events in year 2019 with 2 different track layouts at the Circuit PS Racing Center Greinbach. Each individual Event is scored separately. All Events will be driven on wet circuit (watered track). The winner of the series (Austrian Drift Series champion) is a competitor (driver) who scores the most points at the end of the last race in the total of all the races. The Event is "international Event" so drivers can enter from all countries.

The winner of the series (Austrian Drift Series champion) from Pro Division will receive a guaranty wildcard entry for Drift Masters GP 2020 Austrian Round.

Event Info / Calender 2019:

Circuit: PS Racing Center Greinbach, Austria www.ps-racing.at

- RD1 28. September 2019
- RD2 29. September 2019

Austrian Drift Series is separated in two divisions:

-) PRO Division
-) PRO 2 Division

Each driver has to register via online platform on www.drift-greinbach.at , available on 05.06.2019

All Informations are online and will be updated on www.drift-greinbach.at

ARTICLE 2: CARS

PRO Division: Only rear wheel driven Cars (RWD) are allowed to start. No restriction how the car is build. Free of use type of car, car/engine/turbo/tiers). It is not necessary that the vehicles are registered for road use. roll cage is not necessary but recommended. Noise Limit: 98DB +2DB

PRO 2 Division: Only rear wheel driven Cars (RWD) are allowed to start. No restriction how the car is build. No roll cage is necessary. Free of use type of car, car/engine/turbo. Tires: There are not allowed to drive with semi slick tires or motorsport typ tires. Only standard street tires are allowed to drive. Tires will be always checked at the pre grid area by the organizer. roll cage is not necessary but recommended. Noise Limit: 98DB +2DB

All Cars/Teams participate at their own moral and material responsibility and are responsible for their own safety which they confirm by signing the application form. The competition organizer, partners, sponsors, volunteers and staff participating in the event are not responsible for any damage caused by any driver during the competition to himself, a third person, vehicle or object, to which each driver is obliged by signing a responsibility statement. All Cars/Teams have to use of a floor mat under the vehicle in the Service Area. Each driver has to wear Helmet for competition and seat belts must be fasten.

ARTICLE 3: DRIVERS

Every adult can attend the Austrian Drift Series competition. The organizer (DRIFT Greinbach) can prohibit participation for drivers, who don't follow the rules during the event or act in any unbehaviour or unsporting appearance. Pro 2 Drivers can also register for Pro Categorie (double start). Drivers need to take car that the start numbers are correct placed on the car. All drivers participate at their own moral and material responsibility and are responsible for their own safety which they confirm by signing the application form. The competition organizer, partners, sponsors, volunteers and staff participating in the event are not responsible for any damage caused by any driver during the competition to himself, a third person, vehicle or object, to which each driver is obliged by signing a responsibility statement.

ARTICLE 4: RUNNING OF THE EVENT:

ADMINISTRATIVE CHECKING:

Every driver needs to show up at the administrative checking at the race Control Area at the Circuit. Participation of competitors at the administrative checking is mandatory and needs to be done by the driver in planed timing (see time schedule).

DRIVERS BRIEFING:

Participation of competitors on drivers briefing is mandatory. Briefing is leaded by the organizer from DRIFT Greinbach. Every drivers needs to show up not later then 10minuits before the start of the Drivers briefing.

PRACTICE SESSIONS:

All Practice sessions (FP 1, FP 2, FP 3, FP 4) will run separated by Divisions (PRO, PRO 2).

FP1 (Free practice 1 RD 1 Layout):

30 Minuets FP 1 PRO Division followed by 30 Minuets FP 1 PRO 2 Division

FP2 (Free practice 2 RD 1 Layout, FP 2 will be run under Battle Practice Session (tandem)

30 Minuets FP 2 PRO Division followed by 30 Minuets FP 2 PRO 2 Division

FP3 (Free practice 3 RD 2 Layout):

30 Minuets FP 3 PRO Division followed by 30 Minuets FP 3 PRO 2 Division

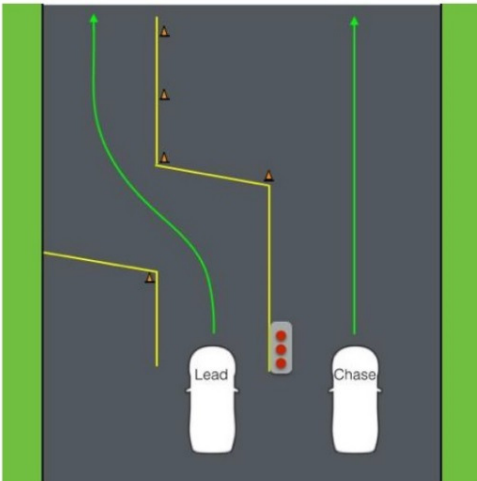
FP4 (Free practice 4): FP4 RD 2 Layout will be run under Battle Practice Session (tandem)

30 Minuets FP 4 PRO Division followed by 30 Minuets FP 4 PRO 2 Division

FORMAT INFORMATION:

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally the line is designated by markers on the course that are comprised of inner clipping points and outer zones. The Austrian Drift Series consists of a scheduled number of two-day meets” in which drivers compete in a single elimination bracket of “head-to-head” battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head” battles. Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the series order.

START LINE INFORMATION:

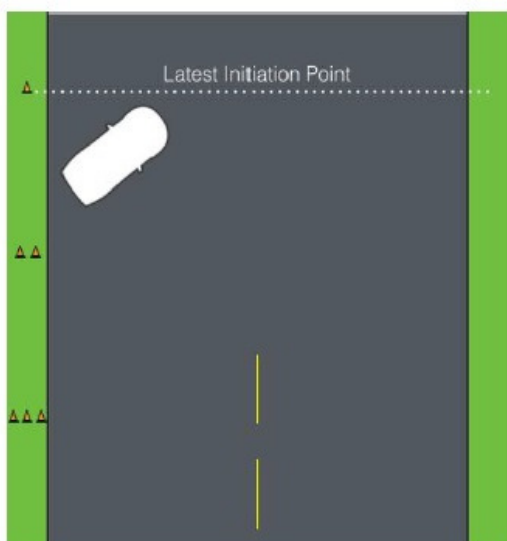


The start line is situated at the beginning of the course. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart

light will be discussed during the driver’s meetings prior to competition. During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting.

JUDGING INFORMATION:

DRIFTING INITIATION:



During both qualifying and tandem the vehicle must be sideways as it passes the single standing cone in the “3, 2, 1” cone sequence placed trackside. (Figure). For the additional Tandem procedure see TANDEM INITIATION PROCEDURE.

QUALIFYING FORMAT:

Drivers will complete two non-consecutive runs on the course in starting list order.

QUALIFYING SCORING:

- Line - 40 points
- Angle - 15 points
- Style - 15 points
- Initiation - 10 points
- Fluidity - 10 points
- Commitment points - 10 points

QUALIFYING JUDGING

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones

and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes. Driving at the high difficulty level described by the judges, the driver is showing their level of vehicle control. Qualifying run will be scored, when the driver finish drifting in controlled way crossing a finish line. Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

LINE (40 points)

Drivers will be judged on their ability to adhere to the line stipulated by the judges during the driver's briefing. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be broken up by sectors at each track.

ANGLE (15 points)

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the judges during the driver's briefing. The judges may indicate on the track drawing areas where high angle is not required. Angle points will be broken up by sectors at each track.

STYLE (15 points)

The judges score Style using the following areas of focus.

- INITIATION (10 points)

Early – Initiation cones will be used for reference
Rate to angle - Quickly getting to the desired angle
Smooth - Reductions in angle and corrections

- FLUIDITY (10 points)

Smooth rotation during transition
Lock to lock angle - High degree of angle to high degree of angle
Car is settled and flows through the course smoothly

- COMMITMENT (10 points)

Consistent throttle application
Maintaining pace throughout- using momentum to fill zones & width of course
Make it look dangerous- approach barriers and track edge with confidence

Once scores have been inputted, the scoring system will:

Average the Line scores from all three judges
Average the Angle score from all three judges
Average the Style score from all three judges.
Add the three averages to display the score.

DEDUCTION EXAMPLES:

- Tire off course
- Missing zones and clips
- Short Straightening (correction)
- Off line
- Lack of Angle

INCOMPLETE QUALIFYING RUNS EXAMPLES

If a driver does any of the following mistakes in a qualifying run, the driver will not receive a score for that run and therefore the run will be considered INCOMPLETE RUN

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Stop drifting

TANDEM ELIMINATION FORMAT

The Top 32 Qualified drivers are placed in a standard bracket based on qualifying position. The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket. The higher qualifier will always lead the first run.

If vehicle is broken or unable to pull to the line for the battle, the remaining vehicle must make a Bye Run to be able to move on in the competition. The Bye Run is a non-judged lap to prove the mechanical condition of the vehicle is ready for competition.

In the event of a tire debanding on course, the vehicle will not be allowed to leave the line with a currently debanded or previously debanded tire.

Rear Tire changes will not be allowed during Competition Timeout unless debanding has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs. In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle, but if the judges are unable to find a clear winner, a One More Time (OMT) is called. The Judges will watch both Run 1 and Run 2. They will also compare both lead runs and both chase runs and then determine which driver was the better overall driver once both runs have been completed.

LEAD DRIVER GOALS:

- Run the qualifying line
- Run a 100 point qualifying run
- Run a chaseable lead run

Chaseable lead run will have filled the zones, hit the clips and maintained a consistent speed and/or slowed/braked in the proper areas, which gives the chase driver a reasonable opportunity to chase and mimic with good proximity.

Unchaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift.

CHASE DRIVER GOALS

- Initiate no later than the lead driver (judges wants to see the chase driver initiate before or at the same time).
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead drivers angle
- Mimic the lead driver's transitions and line throughout the course

The chase driver's goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the lead driver, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. Run will be scored, when the driver finish drifting in controlled way crossing a finish line A chase driver that does not establish and maintain proximity may be at a disadvantage.

INCOMPLETE TANDEM RUNS

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run and therefore the run will be considered incomplete

The following constitute an INCOMPLETE in tandem:

- Spinning Out
- Stop drifting
- Opposite drift- Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Collision with the other driver that is considered “avoidable” or unsportsmanlike
- A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on the previous run.
- Three consecutive restarts from chicane cones or an official’s call
- Performing an Illegal pass - results in an INCOMPLETE for the chase driver
- Getting legally passed- results in an INCOMPLETE for the lead driver

PASSING during battles:

Passing during battles is allowed in Austrian Drift Series Tandem battles. Passing is not required, but is legal for the chase vehicle to do as long as all four of the following conditions are met:

- The lead driver must be offline or completely off course
- The chase driver can only make a pass on an inside clipping point.
- The chase driver can only make pass on the inside of the lead driver.
- The chase driver becomes the lead driver once the chase vehicle has fully surpassed the lead driver’s vehicle.

Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an INCOMPLETE on that run.

TANDEM BATTLE COLLISIONS AND CONTACT

Vehicle contact in drifting is something that Austrian Drift Series recognizes as part of the sport, however collisions of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

LEAD VEHICLE

If the lead vehicle loses drift, goes off line 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 while fulfilling the lead driver goals then he will be deemed at fault.

DAMAGE DUE TO COLLISION

Once a collision has occurred, the Judges will ascertain fault.

In some cases, damage sustained to the vehicles may require time to repair. Only the vehicle not at fault may request up to 10 minutes to repair their vehicle.

RUN 1 COLLISIONS:

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, a Austrian Drift Series official will verify that indeed the vehicle is not repairable in time for the second run of that battle and declare the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two laps of the battle, he will not move on in competition.

If the case above occurs in the final battle, Austrian Drift Series reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 10 minutes for repairs, but maximum 15 minutes.

If both the lead vehicle and the chase vehicle wreck on the first run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher qualifying position.

RUN 2 COLLISIONS:

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead vehicle and the chase vehicle wreck on the second run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the battle.

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the Technical Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

In the above scenario if they result leaves either driver with a tire puncture or wheel damage, the Technical Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

VEHICLE SERVICE DURING TANDEM BATTLE

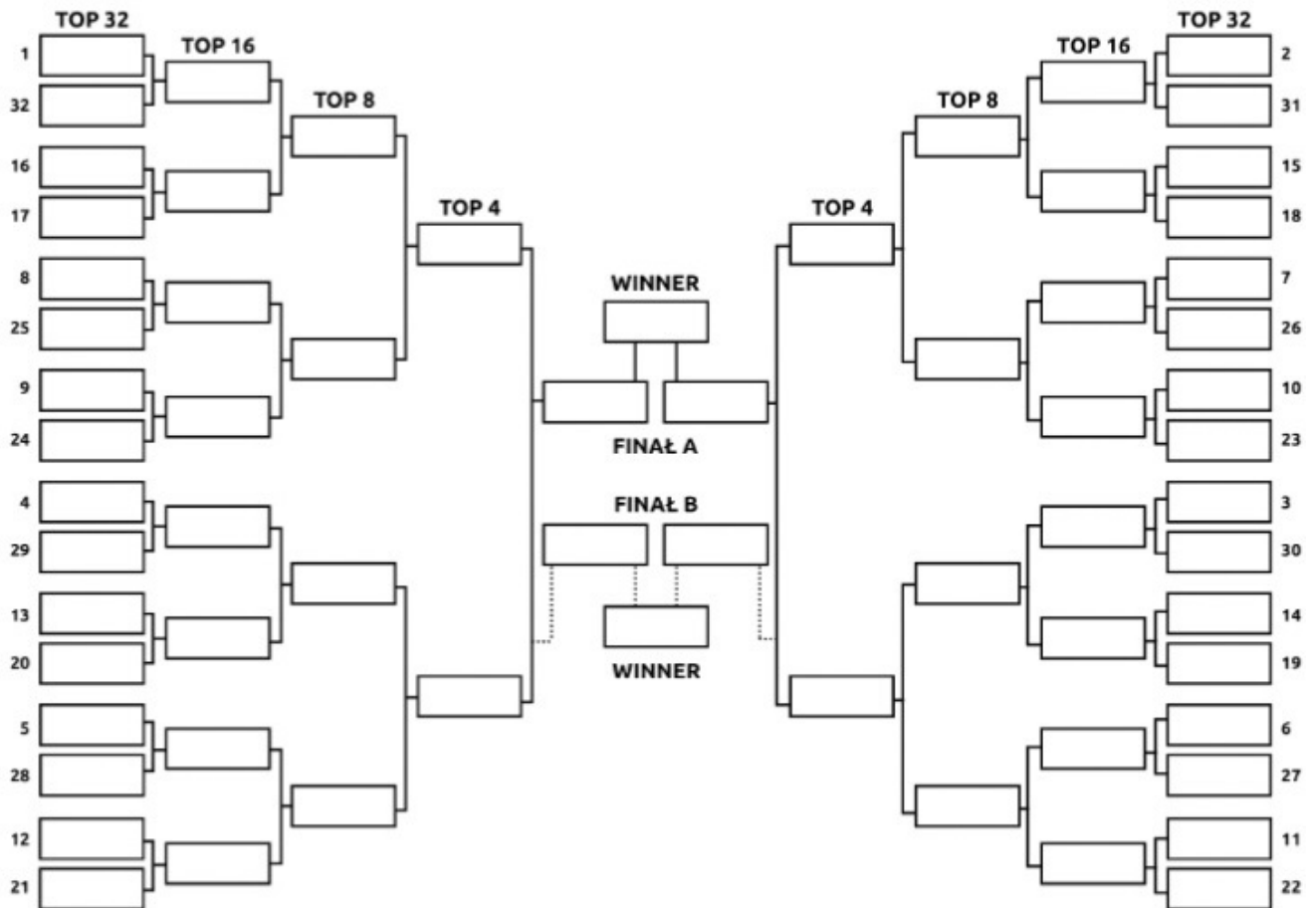
Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling.

PROTESTS AND APPEAL PROTESTS

Judges qualifying scores are not protestable.

Judge's score and decision during tandem battle are not protestable.

TANDEM BATTE Running System: (from Qualifying session)



CHAMPIONSHIP POINTS (for PRO & PRO 2 Division):

PRO QUALIFYING POINTS	
1	7
2	6
3	5
4-8	4
9-16	3
17-32	2
Attendance	1

PRO COMPETITION POINTS	
1	100
2	80
3-4	64
5-8	48
9-16	32
17-32	16

*Attendance is defined as making one qualifying pass in that event.

For the final positions, the drivers are classified as follows:

1st place: winner of the final battle; 2nd place: loser of the final battle; 3rd place: winner of the battle for the 3rd place; 4th place: loser of the battle for the 3rd place and so on....

TIME SCHEDULE: (Draft) AUSTRIAN DRIFT SERIES 2019

FRIDAY 27.09.2019

11.30 – 12.30	Administrative Checking
12.30 – 12.50	Drivers Briefing
13.00 – 13.30	FP 1 PRO Division (open pitlane) RD 1 Layout
13.30 – 14.00	FP 1 PRO 2 Division (open pitlane) RD 1 Layout
14.00 – 14.30	FP 2 PRO Division (open pitlane, battle practice allowed) RD 1 Layout
14.30 – 15.00	FP 2 PRO 2 Division (open pitlane, battle practice allowed) RD 1 Layout
15.00 – 15.30	break / Track Preparation (for RD 2 Layout)
15.30 – 16.00	FP 3 PRO Division (open pitlane,) RD 2 Layout
16.00 – 16.30	FP 3 PRO 2 Division (open pitlane,) RD 2 Layout
16.30 – 17.00	FP 4 PRO Division (open pitlane, battle practice allowed) RD 2 Layout
17.00 – 17.30	FP 4 PRO 2 Division (open pitlane, battle practice allowed) RD 2 Layout

SATURDAY 28.09.2019 RD 1 Austrian Drift Series

08.30 – 08.45	Qualifying briefing (for PRO & PRO 2 Division)
09.00 – 09.30	Warm Up PRO Division
09.30 – 10.00	Warm Up PRO 2 Division
10.00 – 11.00	Qualifying PRO Division
11.00 – 12.00	Qualifying PRO 2 Division
12.00 – 13.00	break / Motorsilence
13.00 – 16.45	Top 32 BATTLES PRO & PRO 2 Division
17.00	Podium Ceremony

SUNDAY 29.09.2019 RD 2 Austrian Drift Series

08.30 – 08.45	Qualifying briefing (for PRO & PRO 2 Division)
09.00 – 09.30	Warm Up PRO Division
09.30 – 10.00	Warm Up PRO 2 Division
10.00 – 11.00	Qualifying PRO Division
11.00 – 12.00	Qualifying PRO 2 Division
12.00 – 13.00	break / Motorsilence
13.00 – 16.45	Top 32 BATTLES PRO & PRO 2 Division
17.00	Podium Ceremony

REGISTER & ENTRY FEE for Drivers:

Each driver has to register via online platform on www.drift-greinbach.at
Entry Fee is 250EUR (all together RD 1 & RD 2). Payment has to be done cash by administrative checking.
All Informations are online and will be updated on www.drift-greinbach.at

PRIZES & CUPS:

1st 2nd & 3rd Placed drivers from PRO & PRO 2 each will get cups at the podium each event.
The winner of the series (Austrian Drift Series champion) from Pro Division will receive a guaranty wildcard entry for Drift Masters GP 2020 Austrian Round.

Contact DRIFT Greinbach:

For Informations and request visit: www.drift-greinbach.at
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