

MB DRIFT

2022 SERIES JUDGING GUIDELINES & REGULATIONS

The MB Drift Grassroots Drift Series is structured to teach new drifters the skills necessary to be competitive at higher levels. As such, the judging guidelines and regulations are laid out to make sure drivers are safe and drifting to the best of their ability – without relying on “tricks” to gain an advantage on other drivers. Each round of competition will have 3 judges – a line judge, angle judge, and style judge. Each judge has common criteria such as judging proximity, while also judging based on their specific criteria.

2022 CHANGES FROM 2021

Drivers who get a by-run are HIGHLY encouraged to make their by-run, but it is not a requirement. This is grassroots, if you need to save some money on tires, we'll allow it.

Drivers are given a 1-time use, 5-minute call to make repairs to a vehicle incurred during a tandem battle. If you crash or make major repairs to your vehicle, it will need to be re-tech inspected. In the event of this occurring during or right before a competition battle, MB Drift may allow for a “test pass” to shake down the car.

Judging protests must be made within 15 minutes of the battle, and need to be made to an MB Drift staff member, not judge. See “Competition Protests and Appeals” for more information.

INITIATION

The vehicle must be sideways as it passes the latest initiation point marked by single standing cone in the “3, 2, 1” cone sequence placed trackside.

LINE

Drivers will be judged on their ability to fill outside zones and reach touch & go areas with the rear of their vehicles and on their ability to achieve inside clipping points with the front of their vehicles.

ANGLE

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 “DECELERATION ZONES”. DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Double initiation/major corrections
- Tires off course
- Missing zones and clips
- Straightening
- Off line
- Lack of Angle

STYLE

Style will look at how the vehicle behaves throughout the entire course. Style is separated into two categories - Fluidity and Commitment.

Fluidity - Judges will be assessing how quickly the angle was achieved, how smoothly the driver achieved the angle and whether or not the driver achieved the desired amount of angle. DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- 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)

Commitment - Commitment refers to the forward momentum of the vehicle throughout the course. Ideally the vehicle should maintain momentum outside of the "DECELERATION ZONES" while approaching walls & course outlines with confidence and dedication.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Inconsistent approach to initiation
- Initiating beyond the latest initiation point
- Reduced momentum while approaching walls or course outlines

TANDEM ELIMINATION FORMAT

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

In tandem competition, there is equal weighting on both drivers to perform. The driver that can win both the lead and the chase runs or do better overall between the two runs will win.

In general, the lead driver is expected to run the lead run as close to a perfect qualifying run as possible, but if mistakes happen that affect the chase, it can result in the lead driver receiving a deduction, if the mistake was deemed too difficult for the chase driver to adjust or compensate.

In general, the chase driver is expected to mimic the line of the lead driver, while matching or bettering the angle. The chase driver is encouraged to follow the lead driver as closely as possible and may be protected if the lead driver makes a mistake that causes the chase driver to make a mistake. However, if a lead driver makes a mistake and that mistake is deemed possible for the chase to also make an adjustment (or compensate) and the chase driver does not (make that adjustment), the chase driver may receive a deduction.

Each tandem battle consists of 2 runs, giving the drivers the opportunity to be in both the lead and chase positions.

Run 1- Driver A is in the lead position, with Driver B in the chase position.

Run 2- Driver B in the lead position and Driver A in the chase position.

During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. With regard to angle, the goal for the chase driver is to match or better the angle of the lead, all other things being equal.

Mimic is generally applied to the Line criteria because the judges want the chase driver to follow the location, timing, and rate of rotation during transition of the lead driver, in order to have the best, most exciting tandem action.

If the lead driver has poor angle, the judges do not want the chase driver to mimic the poor angle, but show dominance by bettering the angle, where possible.

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.

If one judge votes for Driver A, one judge votes for Driver B and one judge votes for One More Time (OMT), due to a lack of majority vote, a One More Time (OMT) will automatically be called. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner. If a 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.

TANDEM JUDGING CRITERIA

LEAD DRIVER GOALS:

- Run a 100-point qualifying run
- Run a chaseable lead run
- Follow the MOMENTUM MAP

LEAD DRIVER COMPROMISES:

- 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.

A lead run filled with compromises will be a run with a disadvantage, all other things being equal.

CHASE DRIVER GOALS:

- Initiate no later than the lead driver
- 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
- Remain in drift until the finish line has been passed

CHASE DRIVER COMPROMISES:

- "Cheating" the line compared to the lead vehicle (diving inside) – within reason
- Less angle compared to the lead vehicle
- Timing and location of initiation
- Timing of transitions and overall driving compared to the lead vehicle

TANDEM INITIATION PROCEDURE

In an effort to give drivers the choice of which initiation technique they would like to utilize, an initiation procedure has been implemented that must be followed by both the lead and chase drivers.

SINGLE FILE INITIATION

- The lead driver can initiate using any method they choose – as long as it does not disrupt the flow of the course. Example: Using a hand brake to initiate when there is a short run-up to a low speed entry. This shows a lack of commitment to the course and puts the chase driver at a disadvantage, possibly causing a collision.
- The lead driver has the right of way from the start line to the initiation point.
- However, the lead driver must exhibit a committed approach to the initiation point and will be held accountable if any mistakes or issues arise between the start line and the initiation point, just as they would from the initiation point to the finish line.
- The chase vehicle must not impede the lead vehicle in any way between the start line and the initiation point. Doing so will put the chase vehicle at a disadvantage.
- The chase driver may position their vehicle anywhere behind the lead vehicle as long as it does not impede the lead vehicle's ability to initiate with their chosen method.
- Violations of initiation procedure may result in a restart.

TANDEM CONTACT AND COLLISIONS

Vehicle contact in drifting is something that MB Drift Series recognizes as part of the sport, however collisions of vehicles while in a tandem battle requires specific rulings and guidelines.

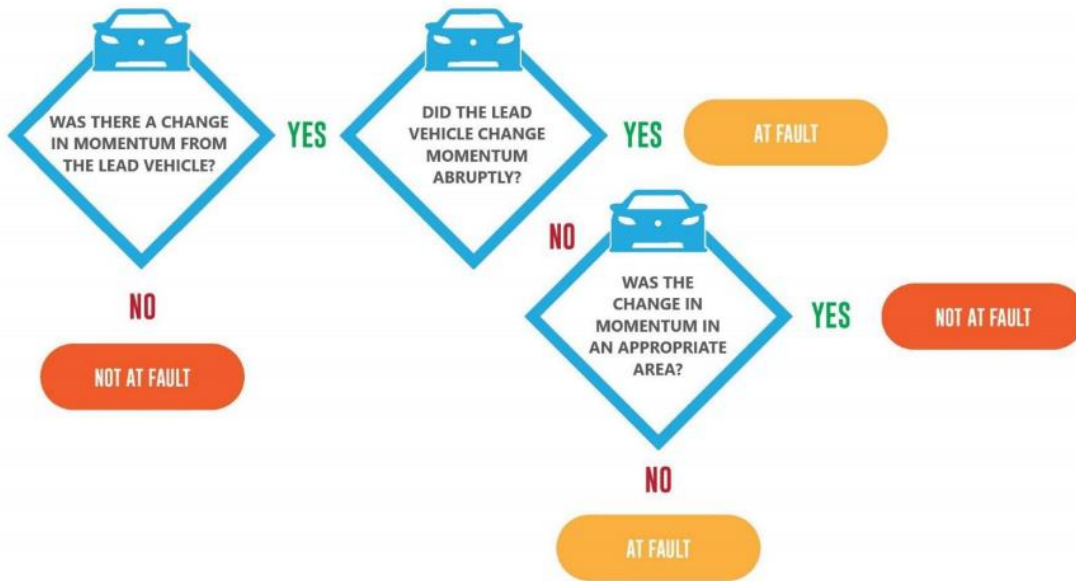
LEAD VEHICLE

If the lead vehicle loses drift, goes off-line or unjustifiable change in momentum during tandem and the chase vehicle has a collision with the lead vehicle, the lead vehicle may be deemed at fault for the collision. Each judge will ascertain fault.

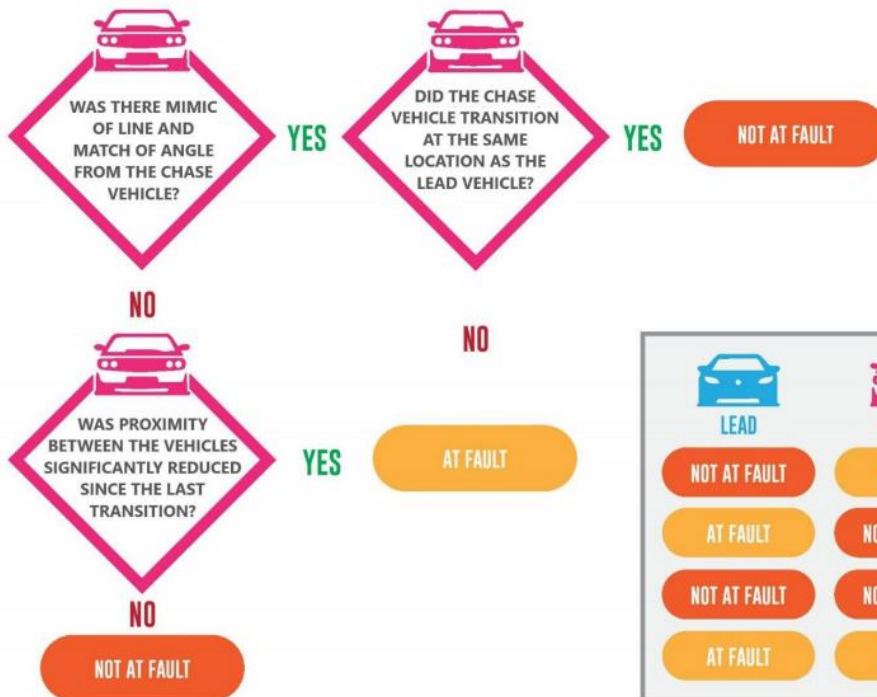
CHASE VEHICLE

If a Chase driver has a collision with a lead driver while the lead driver is fulfilling the lead driver goals and adhering to the MOMENTUM MAP, then the chase driver may be deemed at fault.

LEAD VEHICLE



CHASE VEHICLE



LEAD	CHASE	RESULT
NOT AT FAULT	AT FAULT	FAULT CHASE
AT FAULT	NOT AT FAULT	FAULT LEAD
NOT AT FAULT	NOT AT FAULT	SHARED FAULT
AT FAULT	AT FAULT	SHARED FAULT

DAMAGE DUE TO COLLISION

Once a collision has occurred between the competitors, the Judges will ascertain fault using all the resources at their disposal (replays, track staff, memory, etc) 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 without using their designated Competition Timeout. In the event that an incident occurs on course, but there is no visible record that would determine fault, a judge may use their best judgement to ascertain fault.

RUN 1 COLLISIONS

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

If the case above occurs in the final battle, MB 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.

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.

If there is a situation that occurs where the judges can verify that a lead driver has a vehicle malfunction that leads to or causes an INCOMPLETE to the chase vehicle, the lead driver will be given fault and an INCOMPLETE. If the damage sustained to the chase vehicle is severe enough that major repairs necessary to continue in competition, and that can be verified by the Competition Director, then the lead driver will be eliminated from the competition and the victory given to the chase driver.

EXAMPLE: Lead driver drops oil on the course and the chase driver clearly slides through the oil and slams into a wall causing extensive damage to the vehicle.

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 Competition 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 Competition 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.

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.

VEHICLE SERVICE DURING TANDEM

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, etc. Rear Tires are required to make two consecutive runs. The *only* exception to this is a 1 time 5-minute call to fix a vehicle that was damaged during a tandem battle run, but not change the car setup.

TANDEM REPLAYS AND JUDGING ASSISTANCE

MB Drift Staff and Judges may request that time be allocated for a replay if a technical issue has occurred that could affect a judging call.

All judging is done from the judging stand. If a clipping point is not visible from the judging stand, MB Drift staff/volunteers may be used to communicate whether a driver properly scores the clipping point.

External data or video is not permissible in the evaluation of a protest.

Judges may request additional information from MB Drift staff regarding on-track activities. The judges may use that information in their judging results.

COMPETITION PROTESTS AND APPEALS

COMPETITION PROTESTS

A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility may be made at any time. All vehicle eligibility protests will be reviewed and arbitrated by MB Drift staff.

Protests will be allowed in all rounds of tandem competition except the Final battles.

Judges Qualifying scores are not protest able.

The subjective areas of a judge's score and decision are not protest able.

Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to MB Drift Series protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.

External data or video is not permissible in the evaluation of a protest. Only MB Drift Series data and camera footage will be allowed in a review of a protest.

FILING A COMPETITION PROTEST

Protests are expected to be well founded, reasonable, logical, and based on sound evidence.

The protester has 15 minutes after the results being announced to be presented to MB Drift Staff – not judges or announcers. Presentation of the protest to MB Drift staff must be in a professional and sportsmanlike manner. Failure to do so will result in your protest not being reviewed. In addition, overly aggressive behavior, threatening harm, or causing physical injury or harm will result in immediate disqualification and/or ban from all MB Drift events and forfeiture of driver entry fee.