



G1 JUDGING GUIDELINES

Competitors will be judged on the following criteria -

Speed

The speed that the competitor maintains (a) entering the corner and (b) through the corner. Maximum points will be awarded if the driver is able to maintain consistently high speed (relative to the radius of each corner).

Line/Link

The 'Line' component involves how closely the competitor's vehicle is able to follow the traditional racing line in grip racing. The 'Link' component involves the competitor's ability to link corners using a consistent series of drifts. Maximum points will be awarded if the driver can 'clip the apex' of each corner, following a traditional racing line through the entry and exit of the turns, as well as linking turns together without resorting to gripping.

Angle

The angle of rotation of the vehicle relative to its direction of travel, as well as the driver's ability to sustain this angle for as long as possible, including entry into turns. Maximum points will be awarded if the driver can maintain a wide angle of drift and sustain this for a long period.

Personal Style

The 'presentation' component involves how the vehicle is presented. Bonus points may be awarded to a car that is particularly well finished or has something original that makes it 'stand out from the crowd'. The 'driver style' component involves the driver's personal style. Bonus points may be awarded if the driver is original or creative throughout the run – this may include showmanship, smoke generated from tyres, or even 'a lucky escape'. Again, it would be something that makes the driver 'stand out from the crowd' and impress the spectators.

Judging Positions/Layout

The course will be split into two sectors – sector A is from the beginning of the course to the track's start/finish line, and sector B is from the track's start/finish line to the end of the course. There will be three judges allocated to each sector. Judges for sector A will be located in the marshals' bunker adjacent turn 9, while judges for sector B will be located in the marshals' bunker adjacent turns 1 & 2. One additional judge will be centrally located in the control tower.

Judging System (Qualifying)

The three judges assigned to each sector will each be given one criteria to judge. Competitors will automatically start with 10 points and will have one point deducted for every

corner during which they fail to meet the judging criteria. For example, if a competitor fails to maintain sufficient speed before or through three corners in the first sector, they will receive a score of 7 points from the Speed judge.

The scores from all six sector judges will be tallied to provide the competitor with a score out of 60 points.

In addition, the centrally located judge will assess the Personal Style criteria and allocate “bonus points”, to a maximum of 5 points.

Competitors will be given 3 qualifying runs, with their qualifying score being the highest score of these. In the event that two competitors achieve the same final score for qualifying, a ‘count-back’ will take place, where the two competitors’ second best results will determine their ranking for final battles. Please note that the count-back only compares the two competitors involved, not all the other competitors in the field.

Judging System (Battle)

There will be two heats per battle, with the role of lead and chase cars being reversed for the second heat.

The three judges assigned to each sector will each be given one criteria to judge, and will analyse the ability of the chase car to (a) stay as close as possible to the lead car (b) emulate the line, angle and speed of the lead car. Each sector judge will assign a winner for their criteria. If, for example, the chase car is able to perfectly follow the speed, line or angle of the lead car, the win would be given to the chase car for the relevant criteria. This gives the drivers 6 votes from judges, with the higher number of votes receiving the win.

During battles, the Personal Style judge also casts a vote to decide which competitor best meets the criteria. This vote is for count-back purposes only, and will not be used as a ‘tie-breaker’ – in the event that each competitor receives 3 votes, the heat will be judged a tie.

In the event that each competitor wins one heat each for battle, a count-back will take place to look at each competitor’s votes over the two battles – the competitor with the highest number of votes (including the votes from the Personal Style judge) will be declared the winner of that round. If the vote count is identical throughout the entire battle, the battle will be re-staged.

Additional Notes - Judging

Area of track being judged – please note that the track will be judged from the entry to ‘turn 7’ to the exit of ‘turn 2’. For those that prefer to drift (‘fishtail’) the front straight, one point will be deducted from your score by the Speed judge in sector B. For those who choose not to drift the front straight, one point will be deducted from your score by the Line/Link judge in sector B. This is in order to accommodate both driving preferences – although please note that the Personal Style judge may still choose to award bonus points to the competitor who impresses the spectators to a greater degree. In battles, the Line/Link judge and Speed judges in sector B will take into account which method has been used when deciding the winner for the relevant criteria (although this does not obviously guarantee a win for either method).

Spin during qualifying – if a competitor spins during qualifying, a score of zero will be awarded by the three judges in that sector. Because of the possibility of a later count-back, the competitor should endeavour to complete the pass successfully, even after a spin.

Spin during battle – if a competitor spins during a battle (without cause), the three sector judges will automatically award the win to the opponent. For example, if this occurred during the sector A, the competitor who has spun still has the ability to tie the heat, if he/she displays superior Speed, Line/Link and Angle through sector B.

Overtake during battle – if a competitor overtakes an opponent during a battle, it must only be attempted under drift conditions through the use of superior Speed, Line/Link and Angle. In such circumstances, the competitor overtaking will automatically receive the win from the three judges in the relevant sector. An overtake through the use of grip racing will not be granted an automatic win, and will in fact disadvantage the competitor in the eyes of the Line/Link and Angle judges in that sector.

Collisions between competitors during battle – for safety and financial reasons, collisions are to be actively avoided. If the chase car collides with the lead car, the competitor chasing will automatically lose the heat. If the lead car drives in a dangerous manner to attempt to cause a collision with the chase car, then the leading competitor will automatically lose the heat.

Correct line for final corner (turn 2) – as with grip racers, there are some competitors who prefer to ‘double apex’ the final corner on the drift track, and some who don’t. Judges will not be giving higher points to either preference, so competitors can choose the line which best suits their driving style.

Feedback from judges – Competitors have requested greater feedback from judges as a means of ascertaining which areas they need to improve. For detailed verbal feedback, competitors may request that judges observe and rate them during the practice sessions only, but this will be on an ad-hoc and informal basis. For qualifying runs and battles, a computer printout of scores from each judge will be available on the ground floor of the race control tower before the finals (in the case of qualifying) or the following round (during battles).

The judges’ decision is final –If there are any scenarios not covered that occur during the event, the judges will endeavour to make decisions in the best interests of all competitors. Judging, by its nature, is subjective – competitors are asked to respect the decisions of the judges, even if they happen to disagree with the outcome.