

## Evergreen Drift - 2009

### Competition Format and Judging criteria

These rules are the initial judging guidelines. Please note that competition rules and criteria may change from event to event so always check EvergreenDrift.com for the latest updates.

#### The following scoring categories will be used:

##### Speed

The speed at which the car starts the drift and the speed maintained throughout a run.

A car must maintain as much speed as possible while staying in complete control. Any point at which the car slows below what it should will result in a loss of some/all points possible in this category.

Car modification level will be taken into consideration so a driver with a low powered car has equal chances against higher powered cars. The driver will be scored based on how well they are pushing the limits of the speed potential of their particular setup. A higher score will be awarded for more aggressive speed with higher full throttle usage verses a more conservative run with lower full throttle usage.

Example: A 300+ HP 240sx should have little trouble accelerating and making it to mid to top of 3rd gear on the 3/8ths, as well as maintaining or recovering that speed throughout the course. A 240sx with a stock 140 HP will have trouble reaching the middle of 3rd, and will have a harder time maintaining that speed through the bank and through the infield. If both cars speed was the same for their runs, the lower powered car would have an advantage and possibly score better.

##### Angle

The oversteer drift angle that the car is able to achieve through the various corner of a course. Angle is not measured by any instrument, and is variable from one car to another based on vehicle steering components and power level. Car modification level will be taken into consideration and drivers will be judged on their ability to push the limits of their car's setup.

Example: A driver with modified knuckles will be expected to drift with higher angle than stock. Low horsepower cars will not be expected to carry as much angle on the bank as higher horsepower cars, but both should be equal in the infield section of the course.

The driver must display the ability to continue the drift, never losing angle once the run has begun while maintaining complete control. From the initiation before or on the bank, to the first clip, the transition, the second clip and finally the exit clip point. The car must always have some degree of angle and never spin or straighten during the run. A spin or straightening the car out during a run will result in a loss of most/all of the points available in this category.

##### Line

The line is the specified path that the judges present in the drivers meeting as the ideal way to navigate the course. Generally, the car should be high to the outside of the corner and then tighten down to get as close to the apex or designated "clipping point" as possible and then swing wide again to the outside of the exit of the corner. Transitions between corners should be done in a controlled fashion.

Drivers are expected to display precision driving by controlling the car and guiding it purposefully along the ideal line. Drivers should not be 'along for the ride' and just sliding through the course wherever their car ends up. Part of the precision aspect is the driver's ability to consistently get the nose of the car as close to the clipping point without running it over.

Examples of deductions for line include:

- Running a shallow line low and away from the outside of the turn.
- Running wide and not coming within a few feet of the clipping point.
- Running inside a clipping point and causing it to be knocked out of place.
- Minor taps or grazing the clipping point marker is ok but hitting and knocking it far out of position is not.
- Going more than three wheels off the marked course

Committing these deduction actions will result in a loss of some/all points allowed in this category.

## Style/Impact

This is the most subjective of all categories and as such has lower points rating in the overall score. The style or impact of a run is taking into account all of the factors above as well as the skill level of the driver being scored. Innovation and unique approaches to fulfill the judging criteria are rewarded with higher style scores. Impact is based on displays above average driving skills and never based on how flashy the car is or who is driving it.

The amount of throttle used, how the brakes are used, and the amount of tire smoke created can all factor into this score.

Please note that the initiation tend to set the tone of the run. Drivers who initiate their drifts aggressively and at high speed will score better in this category.

Example: A safe initiation such as e-brake might not have as much impact as a high speed clutch kick or a feint. Combinations of techniques and unique approaches can show a style of your own as well and all of this will be taken into account for scoring.

## Qualifying

Through the qualifying rounds, competitors will take runs (2 or 3), the best of which will be their qualifying score. Qualifying will be done on a 100 point system per run. Drivers will start with 100 points and judges will deduct as appropriate according to the judging guidelines and scoring rules. Each of the 3 judges will have 10 points for Line, Speed, and Angle and 3 points for Style/Impact categories. The individual judge's category scores will be added together to derive the aggregate score for the run. If all three judges unanimously agree that the run deserves a perfect '100' 1 extra point will be added for a total possible of 100.

Example:

	Line	Speed	Angle	Impact	Subtotal
Judge 1	10	10	10	3	33
Judge 2	10	10	10	3	33
Judge 3	10	10	10	3	33
Totals	30	30	30	9	99

The highest score out of all a driver's qualifying runs is the official qualifying score.

If two or more drivers score the same high qualifying score the average of all qualifying runs for each driver shall be used as the tie-breaker.

## Bracket Elimination Rounds

3 Judges will observe both runs during a head to head battle. At the conclusion of the head to head battle each judge will individually declare a winner. Judges will select from three options:

- Driver "A" wins,
- Driver "B" wins, or
- "Tie" (One More Time)

The majority will decide the winner of the round. If there is no majority (votes are Driver A, Driver B, and Tie or Tie, Tie, Driver X) another two run head to head battle will be conducted until a majority decision is reached. Judges will use the tie ruling sparingly and only after analyzing the driver's runs very closely taking into account the smallest observed nuances of the runs to determine a winner from the first set of runs.

Drivers will be paired up in brackets with the 1<sup>st</sup> place qualifier paired with the 32<sup>nd</sup> qualifier, 2<sup>nd</sup> paired with 31<sup>st</sup>, and so on. Drivers that qualify in place 33 or higher will not advance to the bracket elimination rounds. If less than 32 drivers participate in qualifying the highest even number of qualifying drivers will be placed into brackets. When there are less than 32 drivers and the total number of drivers is an odd number the lowest qualifying driver will not advance to the bracket elimination rounds.

If a pace zones is used it will be noted and instructions given in the drivers meeting.

Elimination rounds are head to head competitions with the two drivers attempting to out drift the other.

All drivers that meet 3/8ths tandem equipment requirements must compete in tandem runs when paired with another tandem qualified driver. If one or both of the drivers in a bracket round does not meet the 3/8ths tandem equipment requirements a 'Pseudo Tandem' run format will be used where the drivers will take alternating back to back solo runs.

**Judging will be determined as follows:**

For 'Pseudo Tandem' rounds the driver's runs will be compared against each other in a head to head format. Drivers should drive qualifying style runs and the judges will use the bracket elimination scoring method of voting driver A, B, or tie to select for the winning driver who advances to the next round.

For Tandem rounds, the lead driver's objective is to make the best run possible with the pressure of having another driver there. Using the same initiation points, high speeds, and appropriate line as they would regularly, they must drift through their run as flawlessly as possible. The objective of the following driver is to mirror the lead driver as much as possible, using the same initiation points, matching speed, angle, and following as close as possible. The goal is never to pass. If the lead driver is to spin, straighten out, or go off course, passing will be permissible, but there will never be an advantage given to a following driver for passing a leader who is still drifting a good run. The driver who best meets their objective will gain the advantage in a pair of runs.

After the first run the lead driver will alternate and follow on the second run. The driver who scored higher in qualifying should lead the first run.

Please note that collisions at this level of drifting will not be allowed at all. The driver deemed at fault by the judges will lose the round.

Winning drivers will continue to advance throughout the bracket until there is a decisive winner on the final pairing. Third place is determined by running the non advancing drivers from the best 4 bracket to decide third and fourth places. This round will occur before the final 'Top Two' round.

Points will be awarded to drivers depending on their result for each round. Points will be accumulated throughout the season until at the end of the year the driver with the most points through all 5 rounds will be crowned champion for the 2009 Evergreen Drift season.

**Competition Event Awards per round:**

<b>Event Place</b>	<b>Score</b>
Winner	100
2nd	88
3rd	78
4th	69
Top 8 Eliminated	61
Top 16 Eliminated	54
Top 32 Eliminated	20

**Qualifying Position Awards per round:**

<b>Qualifying Place</b>	<b>Score</b>
Q1	8
Q2	7
Q3	6
Q4	5
Q5 – Q6	4
Q7 – Q8	3
Q9 – Q12	2
Q13 – Q16	1
Q17 - 24	.5
Q25 and lower	.25