

# FIA MOTORSPORT GAMES 2022 DRIFTING CUP



# SCHEDULE FRIDAY 28.10.2022

09:00-10:00 DRIVERS BRIEFING

10:30-12:30 PRACTICE 1

12:30-13:00 BREAK

13:00-15:20 PRACTICE 2

13:30-14:30 SPOTTER'S HELP

15:20-16:00 BREAK

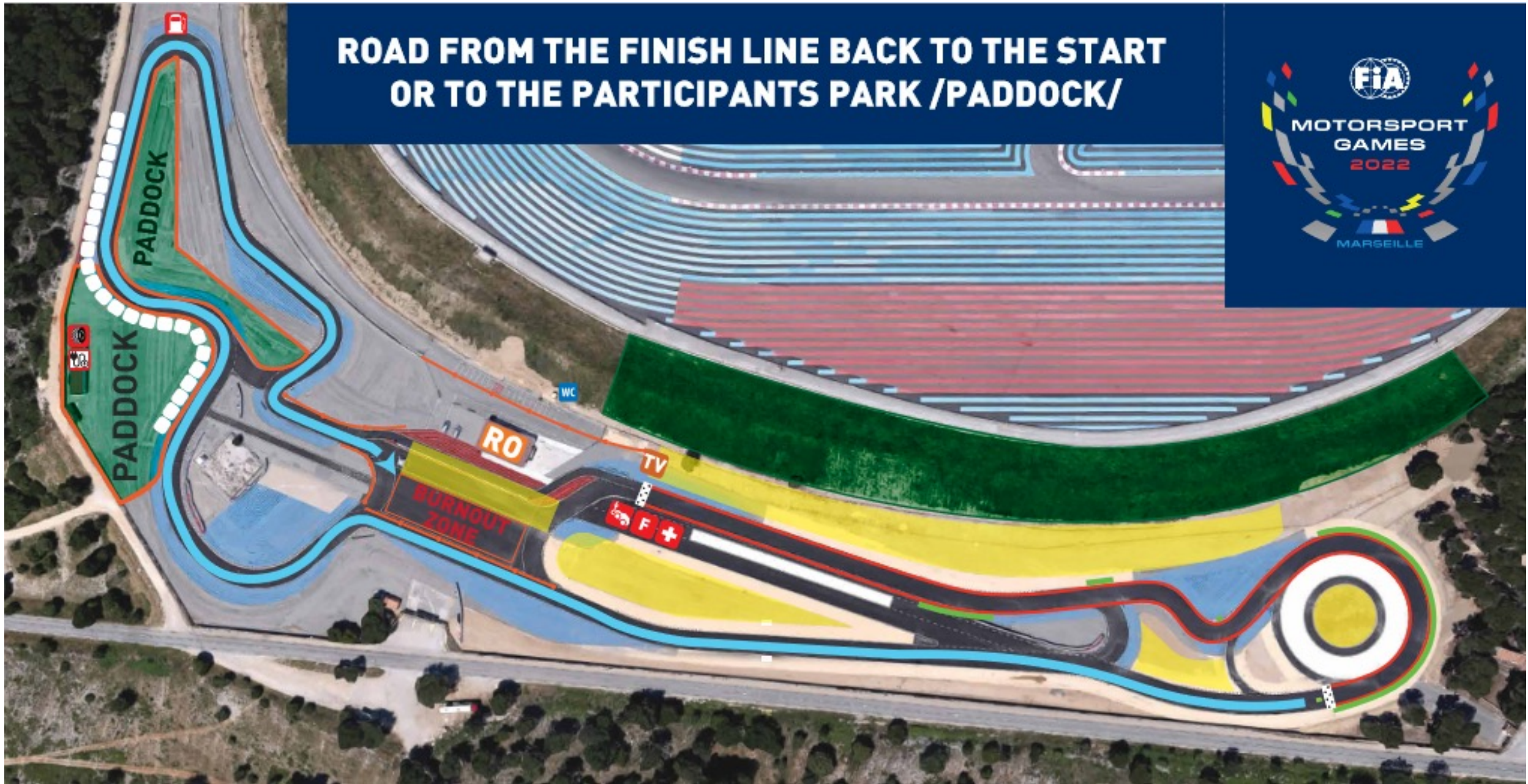
16:00-18:00 QUALIFICATION

18:30-19:10 DRIVERS BRIEFING



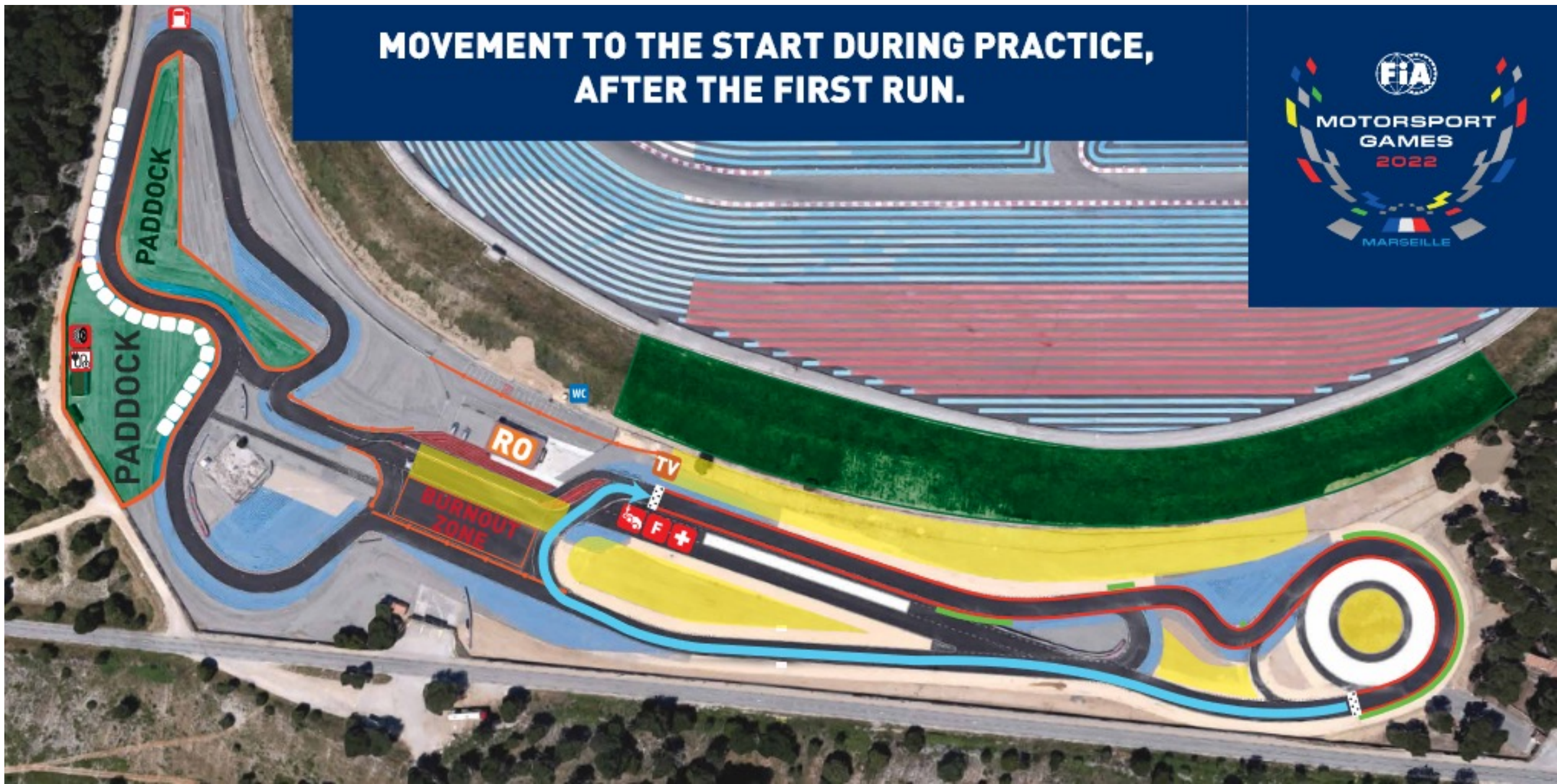


**ROAD FROM THE FINISH LINE BACK TO THE START  
OR TO THE PARTICIPANTS PARK /PADDOCK/**





**MOVEMENT TO THE START DURING PRACTICE,  
AFTER THE FIRST RUN.**





# IMPORTANT THINGS

- It is strictly forbidden for drivers to drive in the opposite direction of the competition
- Refueling of a car is only permitted in the designated refueling area and must be performed with the utmost care



# 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)





# Paddock and Track Speed

Paddock Speed



Speed limit from finish to start -  
except the Paddock Area



# 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 TIMEOUT

- 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

- Drivers will complete two non-consecutive runs on the course.
- Running order will be ascending through Driver numbers, with the smallest number scheduled to go first.
- Qualification will happen in the following way:
  - the first run for all drivers in order of starting numbers, and
  - then the second run for all drivers in order of starting numbers



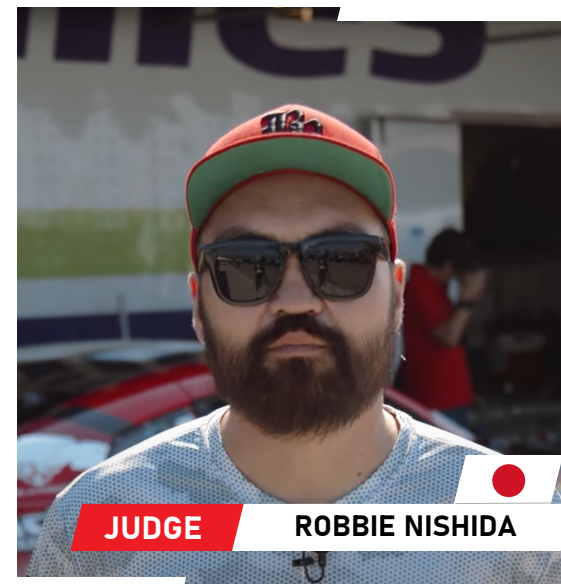


# DRIFTING QUALIFICATION

## JUDGING REGULATIONS BRIEFING



# JUDGES

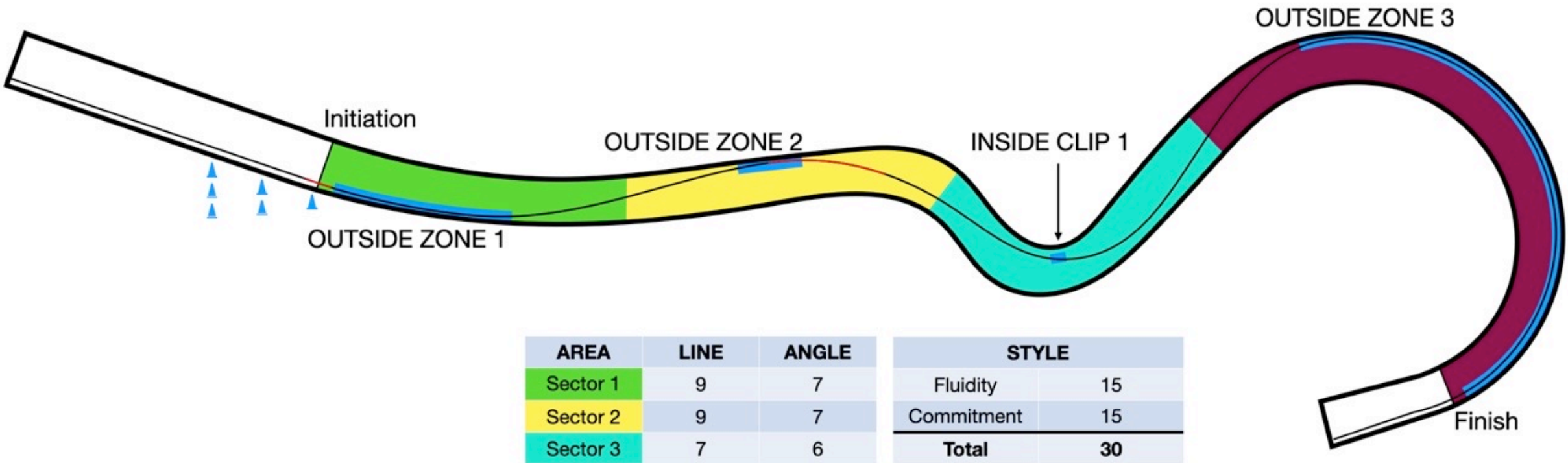




# IMPORTANT NOTES

- 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.
- No drifting outside of drift layout also applies for the case, when car is going off the designated drift layout with more than 3 wheels during the run
- 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 <https://www.fiamotorsportgames.com/category/33/drifting>
- All driving outside of the drifting layout should be limited to 50km/h, inside of paddock maximum 10km/h.

# TRACK LAYOUT

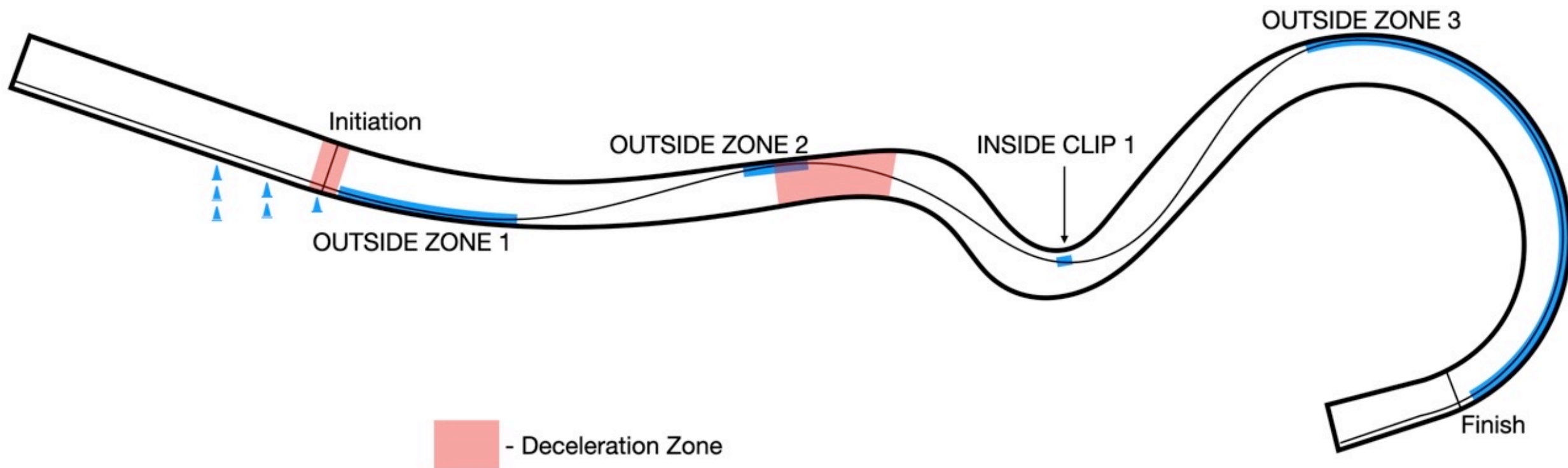


| AREA         | LINE      | ANGLE     |
|--------------|-----------|-----------|
| Sector 1     | 9         | 7         |
| Sector 2     | 9         | 7         |
| Sector 3     | 7         | 6         |
| Sector 4     | 15        | 10        |
| <b>Total</b> | <b>40</b> | <b>30</b> |

| STYLE        |           |
|--------------|-----------|
| Fluidity     | 15        |
| Commitment   | 15        |
| <b>Total</b> | <b>30</b> |



# 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)



# CHANGE OF THE OUTER LINE BEHIND IC1





# 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     | 9         | 7         |
| Sector 2     | 9         | 7         |
| Sector 3     | 7         | 6         |
| Sector 4     | 15        | 10        |
| <b>Total</b> | <b>40</b> | <b>30</b> |

# 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 | 9    | 7     |
| Sector 2 | 9    | 7     |
| Sector 3 | 7    | 6     |
| Sector 4 | 15   | 10    |
| 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        |
| <b>Total</b> | <b>30</b> |



# 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        |
| <b>Total</b> | <b>30</b> |

# 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
- Unchasable 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.

THANK YOU FOR ATTENTION  
AND GOOD LUCK!

