

The background of the entire image is a blurred photograph of a drifting race. Two cars are visible on a track, with a large crowd of spectators in the stands behind them. A large, semi-transparent orange triangle is positioned on the left side of the image, partially covering the cars and the logo. The 'Drift Masters' logo is located within this triangle, featuring the word 'Drift' in a large, white, bold font with a registered trademark symbol, and 'MASTERS' in a smaller, white, bold font below it. A yellow swoosh underline is positioned beneath the word 'Drift'.

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Drift Masters

Round 5

***Bikernieki Race Track
Riga, Latvia***



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QUALIFYING
BRIEFING

SCORING SYSTEM

- JUDGE 1: Line 60 points
- JUDGE 2: Line 60 points + Commitment 5
- JUDGE 3: Angle 20 + Fluidity 10 + Initiation 5 points

SCORING SYSTEM

- Both line judges evaluate the entire track; the final result is the average of their two scores.
- The scores for Commitment, Angle, Fluidity, and Initiation will be added together.

TRACK LAYOUT

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DRIFTING INITIATION

- ✓ During qualifying the vehicle must be sideways, as it passes the single standing cone placed trackside.



INITIATION IS OPEN:

- ✓ Handbrake
- ✓ Clutch kick
- ✓ Weight transfer
- ✓ (Weight transfer/ Clutch kick scores higher)

Start of Scoring Zone

OZ1

OZ2



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OZ2

IZ3

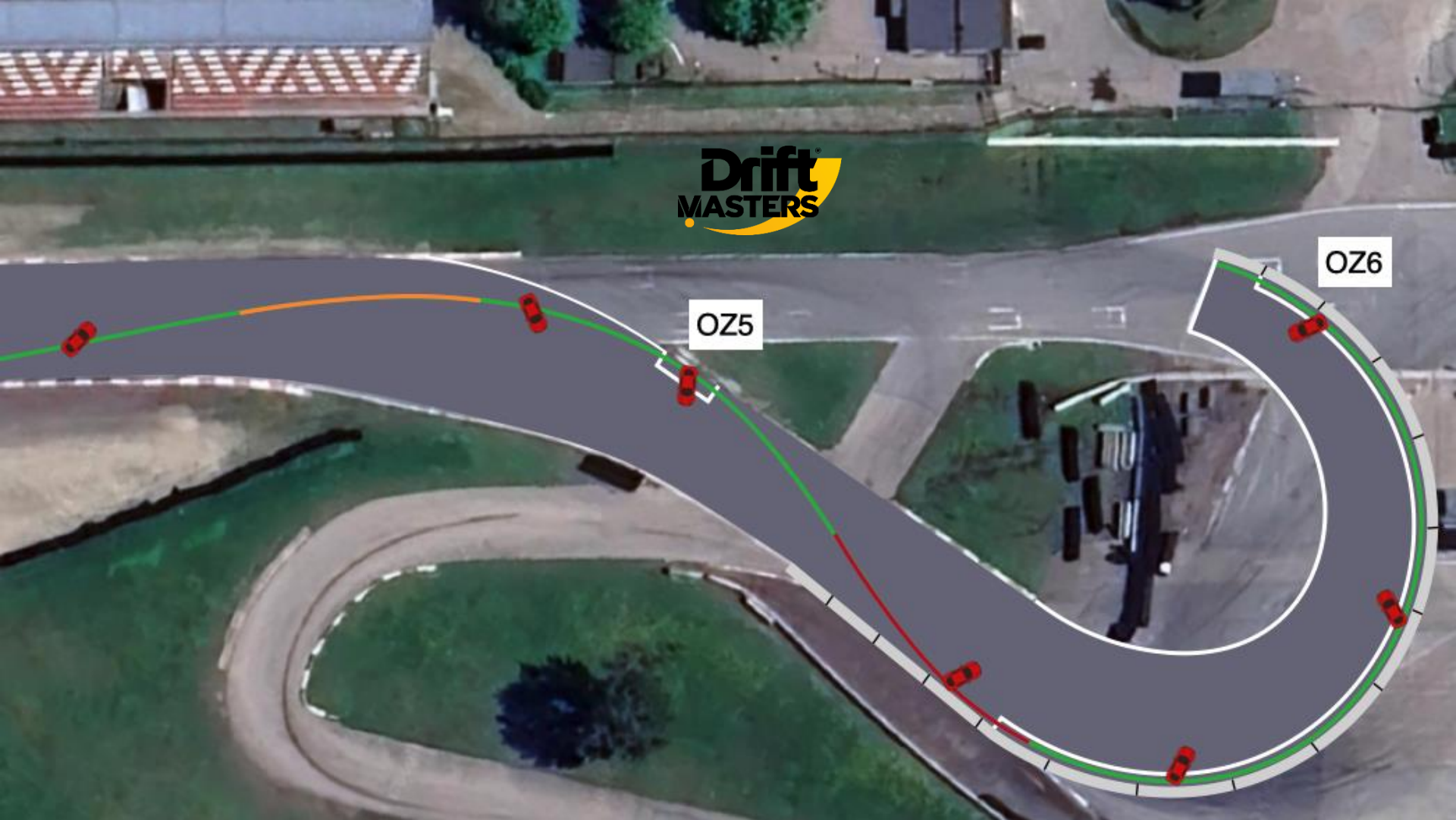
OZ4

OZ5

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OZ5

OZ6



Acceleration/ Deceleration/ Orange zone:

Green zone: Vehicle must be accelerating or at very least maintaining speed.

Orange zone: Vehicle may be on partial throttle or minor speed adjustment in these zones, but may not be heavily using the handbrake or footbrake

Red zone: Vehicle may decelerate in this zone using handbrake, footbrake or excessive off throttle and the chase driver must anticipate slowing in these zones

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Deductions for missing zones

0Z1

x1

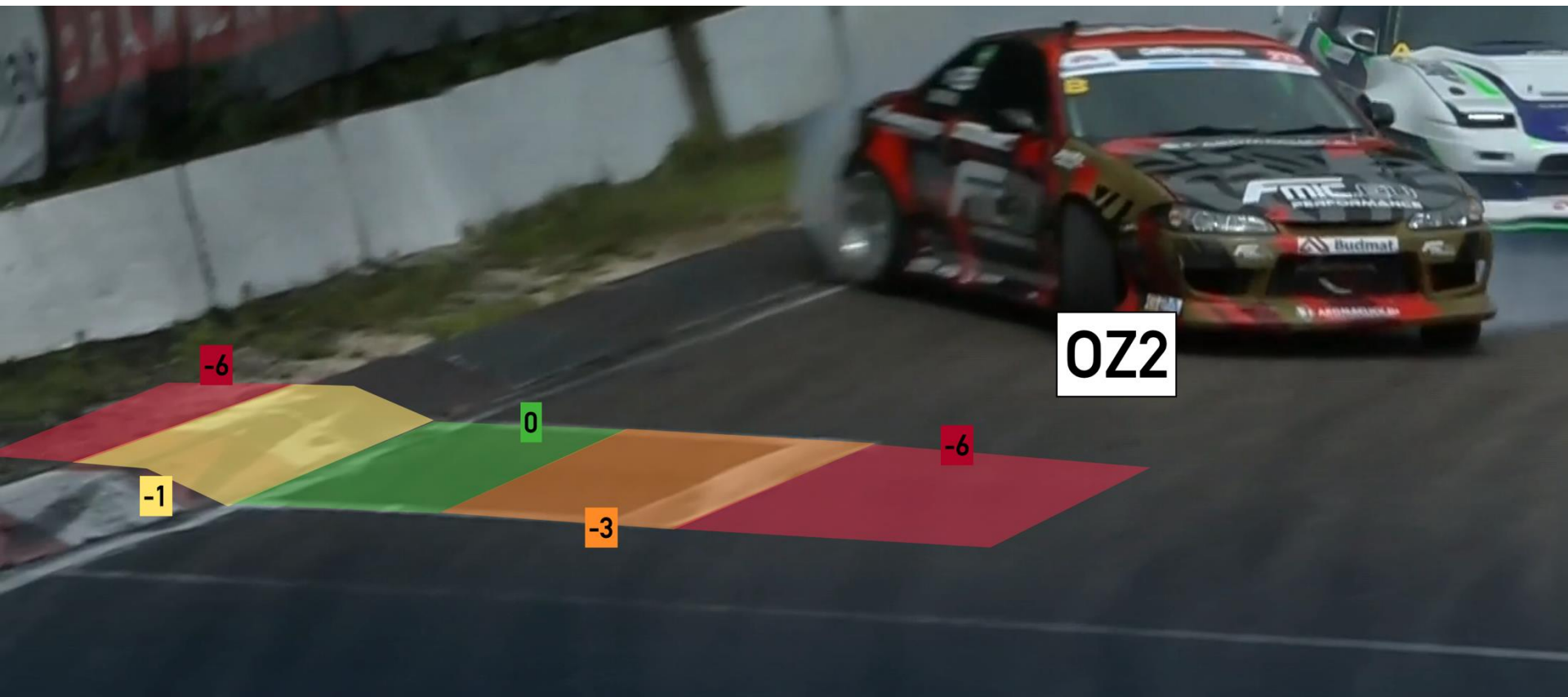
x2

x3

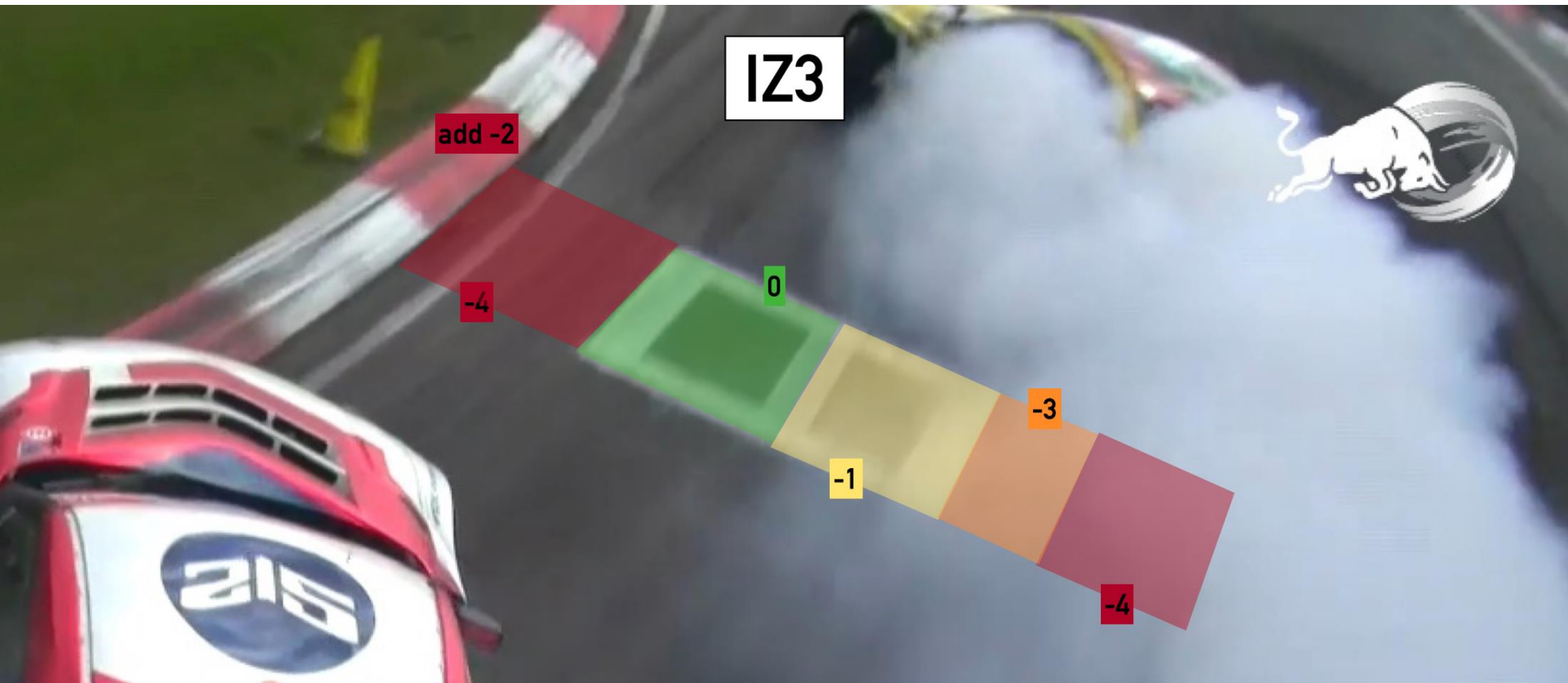
0
-6

-6
-3

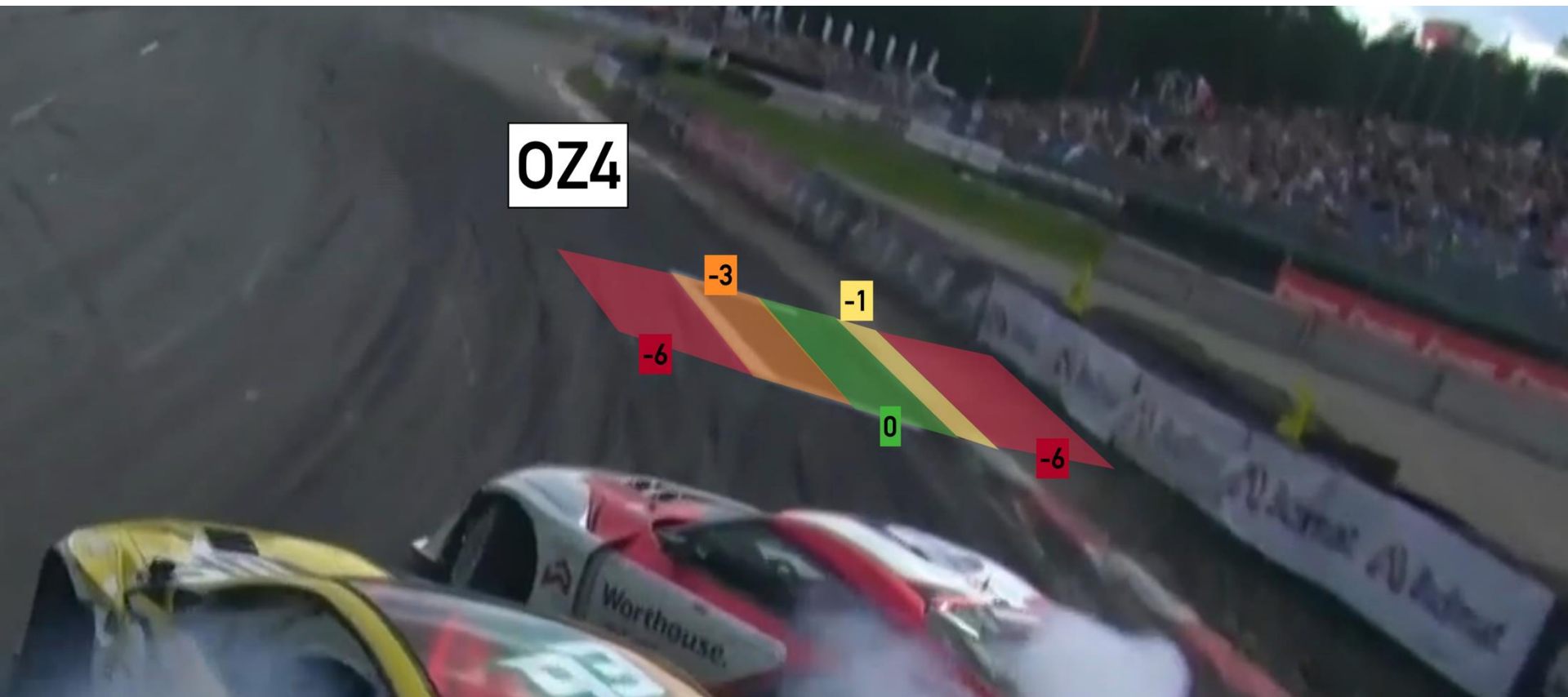
Deductions for missing zones



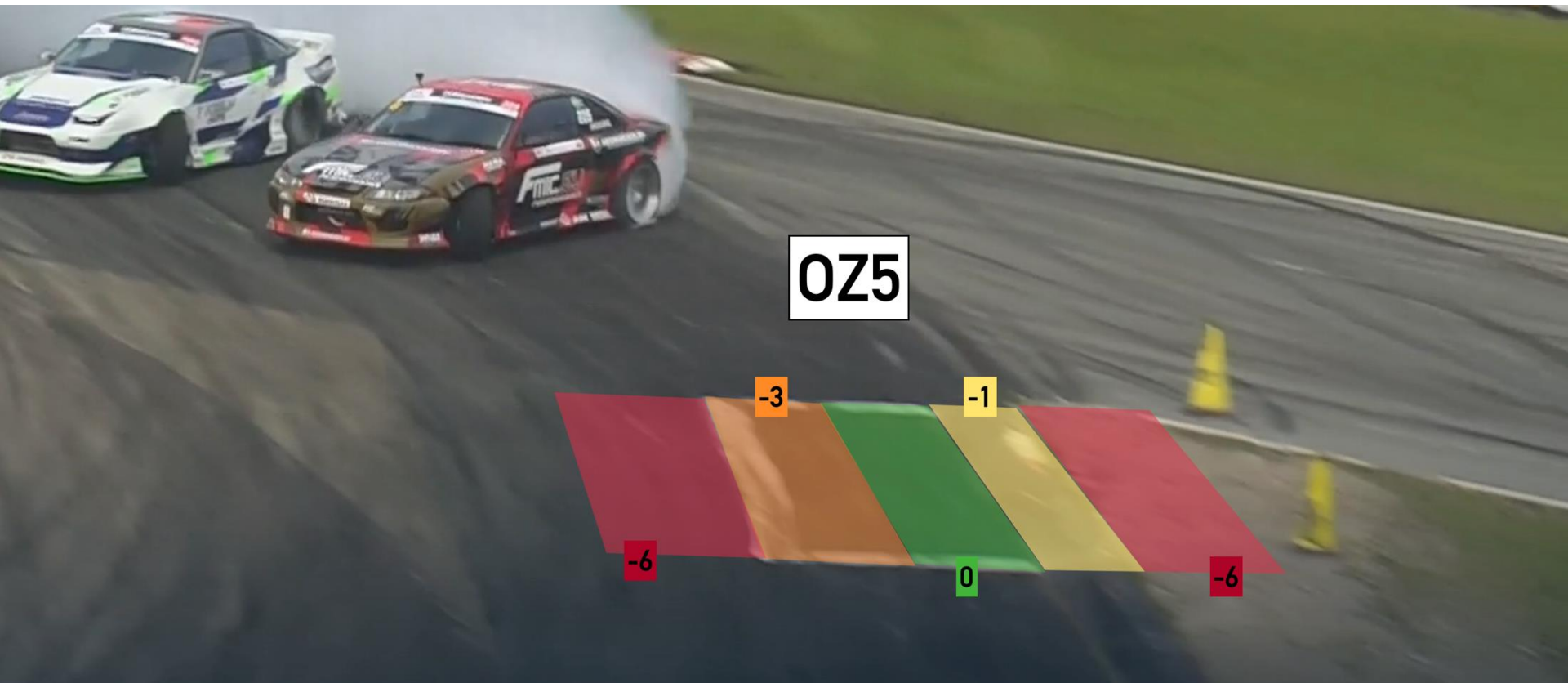
Deductions for missing zones

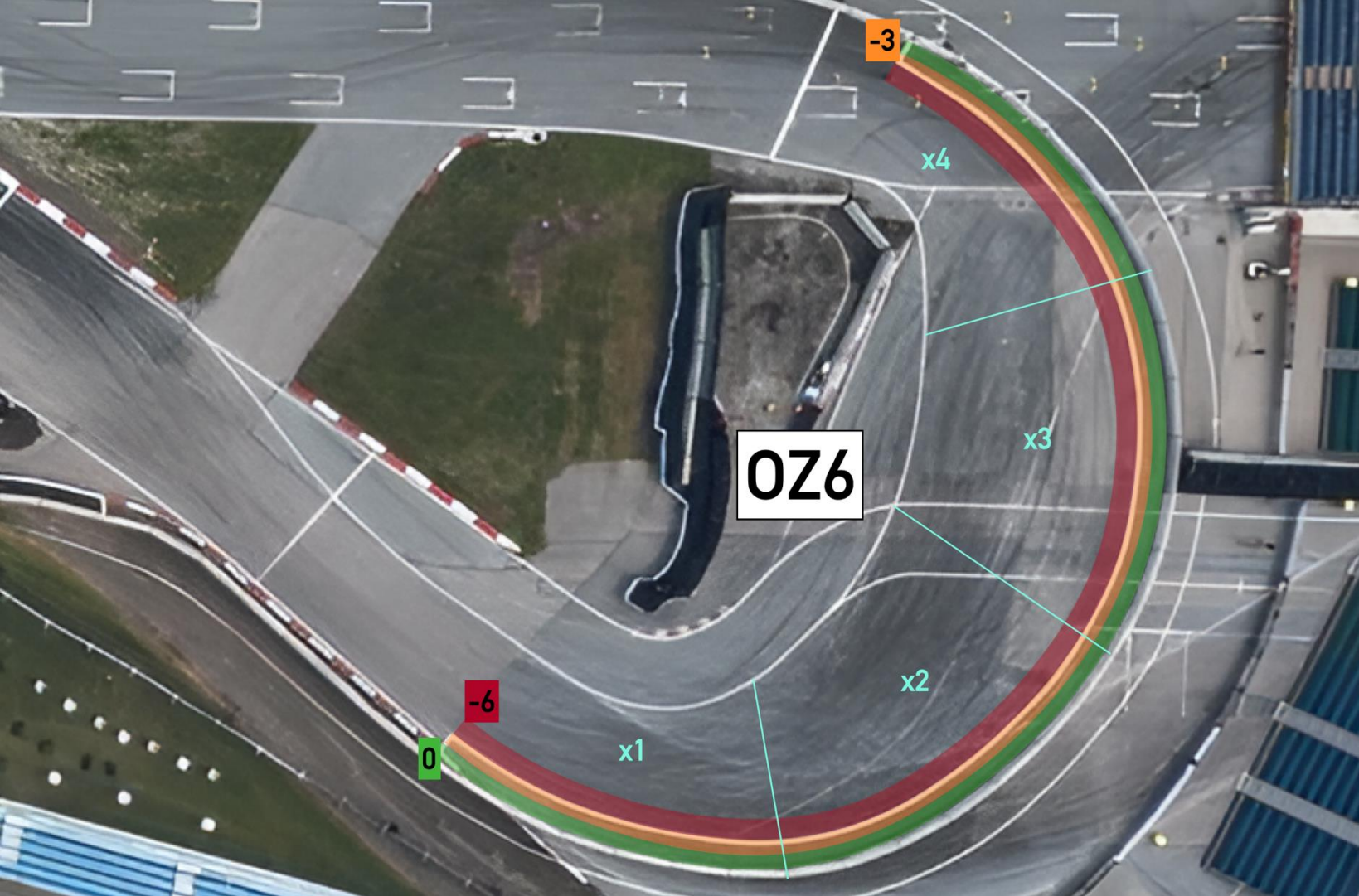


Deductions for missing zones



Deductions for missing zones





LINE 60%



- ✓ Scoring starts at the Single standing cone (white line) before OZ1,
- ✓ Leave OZ1 where it ends
- ✓ OZ2 rear tyre as close as possible to the curb (not on the curb)
- ✓ IZ3 is 1,5m from the track Edge, aim front trailing wheel (left) to most inside line
- ✓ OZ4 – rear right wheel as close to curb as possible (not on the curb)
- ✓ From OZ4 to OZ5 nice smooth arc (no cutting track, or going wide to the opposite curb of OZ4)
- ✓ Get to the track Edge before OZ5
- ✓ Complete transition from OZ5 to OZ 6 as early as possible
- ✓ Maintain proximity to the wall for all OZ6 (rear bumper should be barely touching the wall, running rear bumper „inside of the wall“ is not getting highest score)

ANGLE 20%

- ✓ Consistent angle through OZ1
 - ✓ Make fast transition from OZ1 to OZ2
 - ✓ Maintain angle coming off OZ2 to IZ3 to oZ4
 - ✓ Smooth transition from OZ4 to OZ5
 - ✓ No deceleration by angle at OZ5
 - ✓ Fast transition after OZ5
 - ✓ Deceleration by angle after transition from OZ5 and before OZ6
 - ✓ Maintain angle throughout OZ6 and until finish
-
- ✓ In red deceleration zone, slowing is possible only after transition is finished!

STYLE 20%



✓ **INITIATION= 5%**

- ✓ Early – Initiation cones will be used for reference
- ✓ Rate to angle - Quickly getting to the desired angle
- ✓ Smooth – no corrections
- ✓ Speed

✓ **FLUIDITY = 10%**

- ✓ Smooth transitions
- ✓ Lock to lock angle
- ✓ Car is settled and flows through the course
- ✓ Throttle application
- ✓ Accuracy

✓ **COMMITMENT = 5%**

- ✓ Aggressive on throttle to initiation
- ✓ Consistent throttle application
- ✓ Approaching outer track edges with confidence
- ✓ Maintaining proper pace throughout the course as per the Decel map

Points Deductions:

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

Zero score:

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
- Three wheels off
- Unchasable Run – Run which contains errors too large to chase



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BATTLE
BRIEFING

DM 2026 TANDEM JUDGING CRITERIA

- Lead runs will account for 10 points per judge for the battle score, and chase runs will account for 9 points per judge for the battle score.
- Scores are not shown during the livestream, only accesible upon request
- A driver is less likely to have a good chase run, if the lead run is not well performed.
- An example of how this scoring system will work is as follows:

	Lead Score (Maximum 30)	Chase Score (Maximum 27)	Total (Maximum 57)
Driver A	28	25	53
Driver B	24	26	50

In the above scenario Driver A would win the battle and proceed to the next phase of the competition.

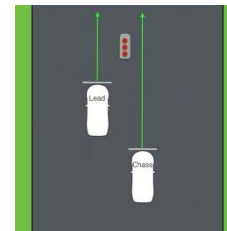
TRACK LAYOUT

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START LINE & INITIATION

- ✓ The Lead should accelerate in the lefthand lane,
- ✓ the chase car may accelerate staying in the righthand lane.
- ✓ The chase car may be slightly ahead of the lead after the start line but must be behind the lead before start of scoring zone
- ✓ Cars should accelerate all the way to the initiation point
- ✓ Penalty's will be applied to any lead driver that slows or lifts before initiation
- ✓ This also includes handbraking in the incorrect direction to the corner
- ✓ The chaser is allowed to start from a position further back than the leader, with a designated line marking the maximum permitted distance.



Starting Line Order System

- ✓ The previous system, where the higher qualifier automatically led the first run. Under the new system, the higher qualifier now has the option to choose whether to lead or chase. When lining up at the start line, the higher qualifier selects their preferred position (leader or chaser), and the lower qualifier must accept the remaining role.
- ✓ **Higher qualifier** can **choose** to lead or chase
- ✓ Choice is made **at the start line**, before the battle begins
- ✓ **Lower qualifier must accept** the remaining position

- ✓ The TANDEM INITIATION PROCEDURE for this round is recommended **single file**
- ✓ The lead driver may use a "flick" to initiate, lead driver can use only designated half of the track.
- ✓ Both vehicles must be sideways as they pass the single standing cone in the "3, 2, 1" cone sequence placed trackside.
- ✓ The lead car must leave when the start light turns green.
 - ✓ If the lead car leaves early (before green light) they will receive a strike.
 - ✓ If the lead car leaves late (1.5s) they will receive a strike.
 - ✓ No chicane. (False starts are monitored using a photocell system at the start line.)
- ✓ Battles are scored by comparing assessing lead runs and chase runs by point system.



Start of Scoring Zone

OZ1

OZ2



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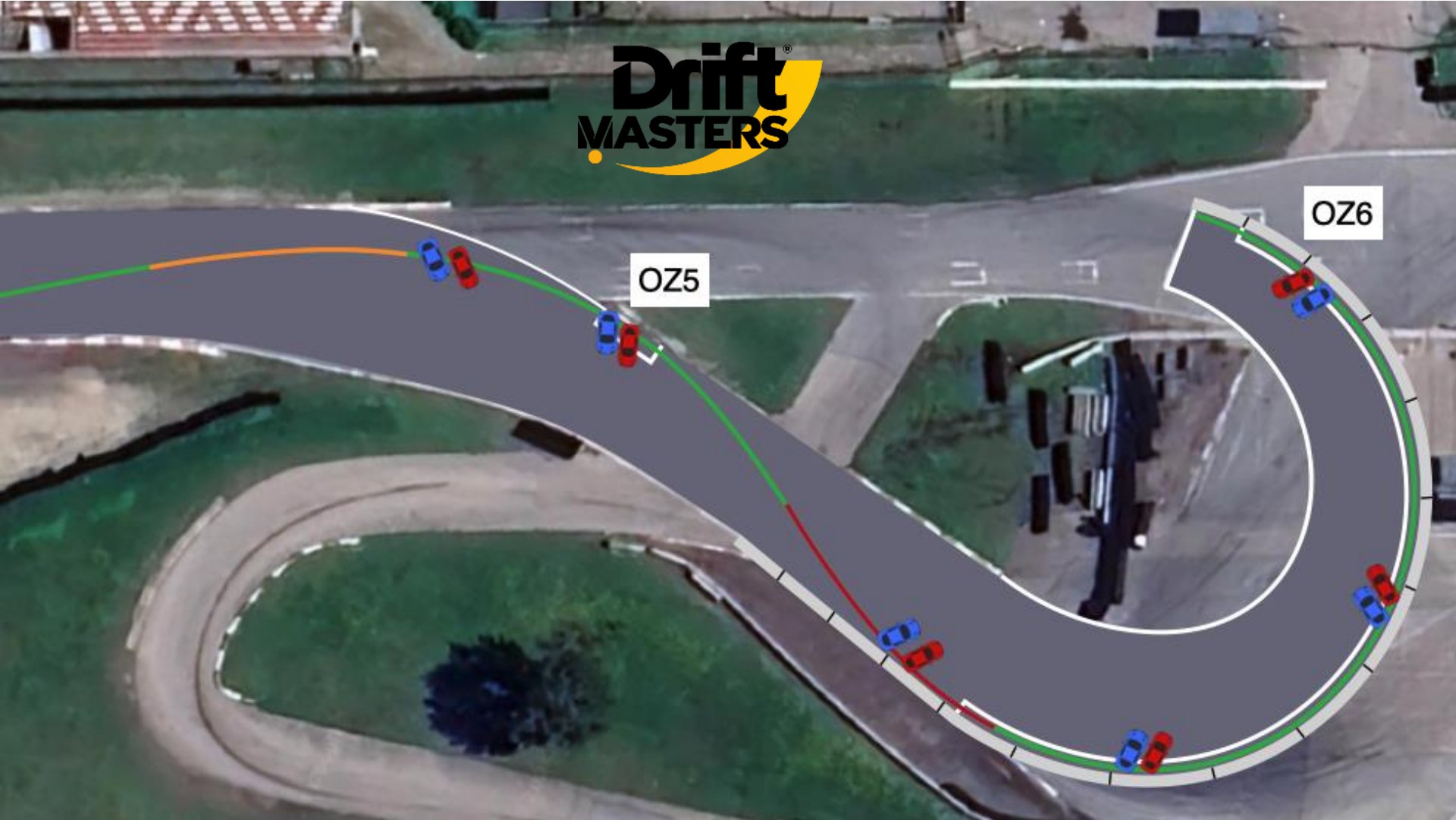
OZ2

IZ3

OZ4

OZ5

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OZ5

OZ6

DECEL MAP

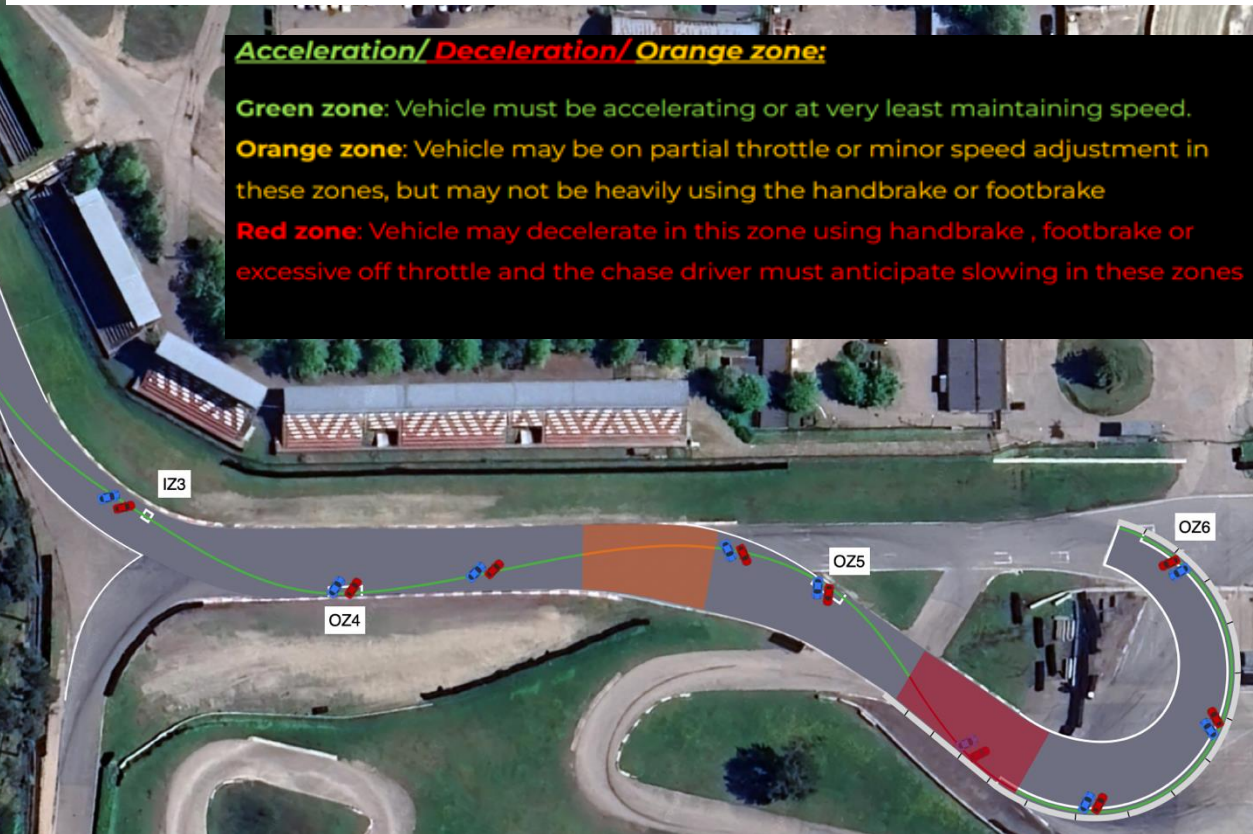


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LEAD DRIVER GOALS:

- ✓ Run the qualifying line
- ✓ Run as close se possible to 100 point qualifying run
- ✓ Run a chaseable lead run
- ✓ Follow the Accel/Decel map

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

OVERTAKING

- ✓ Overtaking is allowed but:
 - ✓ The lead driver must be offline or completely off course
 - ✓ The chase driver must carry sufficient angle and on the qualifying line.
 - ✓ 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 a ZERO on that run.

CONTACT



Drifting is a non contact sport, and contact may result in penalties. A light rub is allowed but penalties may be applied for heavier contact, or contact that effects the lead cars line.

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 who is fulfilling the lead driver goals then he will be deemed at fault.
- ✓ After contact both drivers must attempt to complete the run.
- ✓ If the Judges believe the lead driver deliberately spun their car after contact or stopped drifting, then they may apply penalties to that driver also.

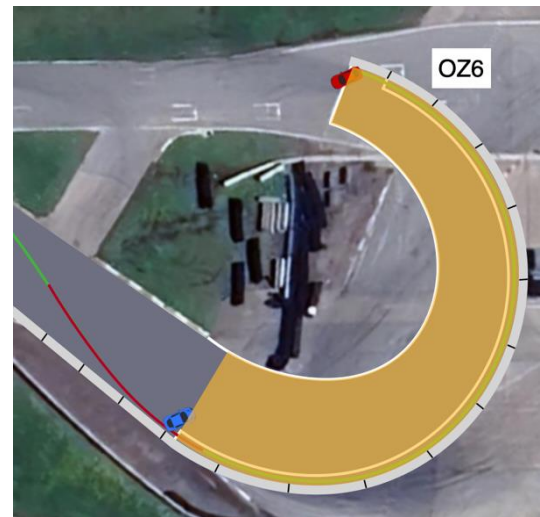
DAMAGE DUE TO COLLISION

- ✓ 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.
- ✓ Judges may grant 10 minutes for repairs if a driver was properly fulfilling their role in the battle and sustained damage as a direct result of a significant mistake by their opponent.

INCOMPLETE RUN:

The following constitute an incomplete in tandem:

- ✓ Spinning Out
- ✓ Stop drifting
- ✓ Three wheels off
- ✓ A chase driver intentionally not chasing the lead driver after a zero was scored on the previous run.
- ✓ Performing an Illegal pass - results in a zero for the chase driver
- ✓ Getting legally passed- results in a zero for the lead driver
- ✓ Opposite drift- Drifting with the opposite angle required at that point on course
- ✓ Hood and/or doors opening during a run
- ✓ Collision with the other driver that is considered "avoidable" or unsportsmanlike
- ✓ Proximity box
 - ✓ (If lead car is behind finish and chase car is not in OZ6, chase driver receives incomplete, if lead driver has fulfilled his goals)
- ✓ Unchasable Lead – A Lead run which contains errors which are too large to follow





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THANK YOU

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