



Drift[®] MASTERS

DRIFT MASTERS

Judging Rules
2025



Introduction

Since its inception in 2014, the Drift Masters Grand Prix (DMGP) has evolved from humble beginnings of a 3-round series on a small custom-built circuit to what is now recognized as the greatest drift championship on the continent with alliances across the globe. Year on year growth has not only seen driver numbers increase but also spectator figures, in attendance and online. We expanded the numbers of events to five in 2015, on to a constant six in 2016, 2017, 2018, 2019, 2020 - 2021 (less rounds - Pandemic), 2025, 2025, 2025

DMGP as a championship has eclipsed and surpassed all expectations in such a short period of time but one trait has been constant throughout, professionalism. With the main nature of our business being high-speed motorsport, enforcing strict safety regulations from the offset will always be a core value to the DMGP team. When it comes to designing our drift venues, creativity is key. Each year brings the championship to new and exciting venues. From fully custom-built drift arenas constructed within professional football stadiums to taking over Formula One race circuits, DMGP has no boundaries. The championship itself may be based within the continent of Europe but it's reach and following spreads across the globe. Such is the desire to drive in the championship, the DMGP grid has featured drivers from the Europe, USA, Middle East, Asia and more.

2025 is set to be another record-breaking season after incredible 2025 year. Our team are ready to finally become the biggest and best drift championship in the world and we're delighted to have you along for the journey.

Judging Regulation Inquiries

arkadiusz.dudko@driftmasters.gp

Copyright © 2025 Drift Masters Grand Prix Sp. Z o.o. All right reserved.

No part of this publication may be reproduced, stored in a retrieval system, distributed, or transmitted, in any form or by any means without the prior written permission of **Drift Masters Grand Prix Sp. Z o.o.** For permission and licensing requests, contact **Drift Masters Grand Prix Sp. Z o.o.**, Otolíńska 25 | 09-407 Płock, Poland email: office@driftmasters.gp



Drift Masters 2025 Crew

Adam Krawczak	President (Communication / Brand)
Arkadiusz Dudko	Vice President (Sport / Events / Drivers / Regulations)
Maciej Polody	Competition Director
Marcin Misiura	Start and Paddock officer
Arkadiusz Chwastek	Technical
Sławomir Kwaśny	Head of Business Development
Piotr Ciesielski	Scrutineering / Technical officer
Paweł Kaźmierski	Scrutineering / Technical officer
Anna Huptas	Head Accountant
Magdalena Bracio-Gnielczyk	Head of the Management Board Office
Bartosz Sandurski	DM Shop
Dawid Perdas	DM IT Specialist
Dominik Jaroszewski	Social Media Specialist
Ian Waddington	Series Announcer
Jacob Gettins	Series Announcer
Mateusz Dziedzic	Competition Judge
Vernon Zwaneveld	Competition Judge
David Kalas	Competition Judge
Chris Wiltowski	Competition Judge
Cian Leonard	Media Manager & Broadcast Show-Runner
Deividas Morkunas	Social Media Manager
Josh Holdsworth	Lead Videographer & Editor
Adam Ivell	Social Media Presenter
Charlie Brennikmeijer	Photographer
Jordan Butters	Lead Photographer
Adam O'Connor	Stand-In Show-Runner
Blaine Sweeney	Videographer & Editor
Paynton Heath	Videographer & Editor
Paddy McGrath	Photographer



Table of contents

1. COMPETITION	5
1.1. GENERAL	5
1.2. START LINE PROCEDURE	6
1.3. INITIATION	6
1.4. QUALIFYING OVERVIEW	6
1.5. QUALIFYING FORMAT	6
1.6. QUALIFYING SCORING	6
1.7. QUALIFYING JUDGING CRITERIA	7
1.8. QUALIFYING TIE BREAKER	9
1.9. QUALIFYING REPLAYS	9
1.10. TANDEM ELIMINATION FORMAT	9
1.11. TANDEM JUDGING CRITERIA	10
1.12. INCOMPLETE TANDEM RUNS	10
1.13. PASSING	11
1.14. TANDEM JUDGING EXAMPLES	11
1.15. TANDEM INITIATION PROCEDURE	14
1.16. TANDEM COLLISIONS AND CONTACT	15
1.17. VEHICLE SERVICE DURING TANDEM	16
1.18. TANDEM REPLAYS	16
1.19. PROTESTS AND APPEALS	16
2. CHAMPIONSHIP POINTS	18
2.1. QUALIFYING AND ATTENDANCE POINTS	18
2.2. COMPETITION POINTS	18
2.3. CHAMPIONSHIP RANKING TIE BREAKING	18
DRIFT MASTERS EUROPEAN CHAMPIONSHIP- PROTEST FORM	19
DRIFT MASTERS EUROPEAN CHAMPIONSHIP - TOP 32 BRACKET	21



1. COMPETITION

1.1. GENERAL

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally, the line is designated by markers on the course that are comprised of inner clipping points and outer zones.

The Drift Masters consists of a scheduled number of two (or one) - day meets” in which drivers compete in a single elimination bracket of “head-to- head” battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head” battles.

Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the championship order.

1.2. START LINE PROCEDURE

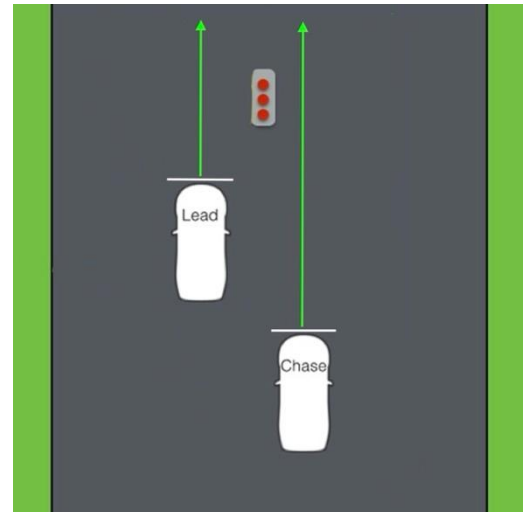
The start line is located at the beginning of the course. It is the official starting point for each qualifying run and tandem battle. A start light, controlled by the start line official, signals when the vehicle(s) may leave the line.

During both qualifying and tandem battles, the lead driver positions themselves at the first line, just before the photocell, while the chase driver lines up approximately 8 meters behind the lead car. The photocell detects whether the lead driver makes a jump start or delays the start.

The lead driver's task is to start exactly on the green light. If they start on yellow, or if they delay and fail to start on green, the restart light will be activated. The lead driver is allowed up to two restarts; on the third restart, the run will be counted as incomplete.

The chase driver may start slightly before the lead driver, but must remain behind them until the lead driver initiates the drift.

The position of the flagger or restart light will be discussed during the drivers’ meeting before the competition.



Judges or Officials may call a restart based on criteria discussed in the drivers meeting.



1.3.DRIFTING INITIATION

During both qualifying and tandem the vehicle must be sideways as it passes the single standing cone in the “3, 2, 1” cone sequence placed trackside. (Figure 2). For the additional Tandem procedure see TANDEM INITIATION PROCEDURE.

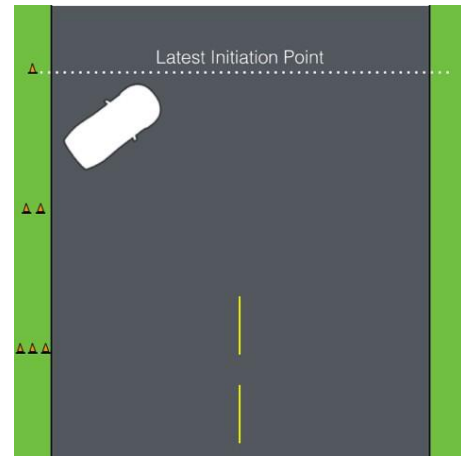


Figure 2

1.4. QUALIFYING OVERVIEW

Qualifying is supposed to establish what a good lead will look like in tandem. Committed, aggressive runs that give the chase driver a challenge to follow, due to the technicality of the run are ideal. For example, the judges do not want to see the lead driver driving fast and shallow in order to run away from the chase driver. Another example of what not to do, is the lead driver parking the chase driver around inside clipping points.

1.5 QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course in reverse order of current rank in the Championship.

1.6. QUALIFYING SCORING

Line - 60 points

Angle - 20 points

Style - 20 points:

- Initiation - 5 points

- Fluidity - 10 points

- Commitment points - 5 points



1.7. QUALIFYING JUDGING

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes.

Driving at the high difficulty level described by the judges, the driver is showing their level of vehicle control.

Qualifying run will be scored, when the driver finish drifting in controlled way crossing a finish line. Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

LINE (60 points)

Drivers will be judged on their ability to adhere to the line stipulated by the judges during the driver's briefing. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be broken up by sectors (Figure 3) at each track.

ANGLE (20 points)

Drivers will be judged on their ability to achieve and maintain a high level of angle with capability of gain or maintain speed outside of deceleration zones, as described by the judges during the driver's briefing. The judges may indicate on the track drawing areas where high angle is not required. Angle points will be broken up by sectors (Figure 3) at each track.

STYLE (20 points)

The judges score Style using the following areas of focus.

- INITIATION (5 points)
 - Early - Initiation cones will be used for reference
 - Rate to angle - Quickly getting to the desired angle
 - Smooth - Reductions in angle and corrections
- FLUIDITY (10 points)
 - Smooth rotation during transition
 - Lock to lock angle - High degree of angle to high degree of angle
 - Car is settled and flows through the course smoothly
- COMMITMENT (5 points)
 - Consistent throttle application
 - Maintaining pace throughout- using momentum to fill zones & width of course
 - Make it look dangerous- approach barriers and track edge with confidence

The scores will be split between judges

Judge 1 : 60p Line

Judge 2 : 60p Line + 5p Commitment

Judge 3 : 20p Angle + 5p Initiation + 10p Fluidity

Each line judge may use half points when scoring e.g. 47.5 points out of a possible 60.

- 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.





Figure 3 Example of judging map – Greinbach PS Racing Center AUSTRIA



DEDUCTION EXAMPLES

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

INCOMPLETE QUALIFYING RUNS EXAMPLES

If a driver does any of the following mistakes in a qualifying run, the driver will not receive a score for that run and therefore the run will be considered INCOMPLETE RUN

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Stop drifting
- Two wheels off the marked track, unless stated otherwise during the briefing

QUALIFYING SHOWDOWN

The top 4 qualifying drivers will enter into a new tandem battle bracket where the drivers will go head to head to determine the true winner of qualifying. Format will be run the same as a top 4 battle with number 1 qualifier battling number 4 qualifier and number 2 qualifier battling number 3 qualifier. The winner of these battles will then battle. The losers will take places 3 and 4, considering the result from the main qualifications.

Competitors in the Qualification Showdown will score as follows:

1st place 4 points / 2nd place 3 points / 3rd place 2 points / 4th place 1 point

This extra points will be added to the general Season classification of the driver

1.8.QUALIFYING TIE BREAKER

In the event of a tie in qualifying the following chart will be implemented.

Tie Breaker 1	High Qualifying Score (HQS)
Tie Breaker 2	Low Qualifying Score (LQS)
Tie Breaker 3	HQS Line Score
Tie Breaker 4	HQS Angle Score
Tie Breaker 5	HQS Impact Score
Tie Breaker 6	LQS Line Score
Tie Breaker 7	LQS Angle Score
Tie Breaker 8	LQS Impact Score

In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by previous round ranking or by previous season ranking.

In the event of rain or weather that does not cause cancellation of qualifying, the judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.



1.9. QUALIFYING REPLAYS

The use of extra replays in Qualifying can be requested by a judge, but for the run of show, the typical flow will be the driver's run and one replay.

1.10. BATTLE ELIMINATION FORMAT

1. The Top 32 Qualified drivers are placed in a standard bracket based on qualifying position.
2. The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket.
3. The higher-qualified driver will enter tire warm-up first and then choose whether to lead or chase in the first run of the battle, This choice is a reward for their better qualification result. Of course, drivers will switch positions for the second run.
4. 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.
5. The Bye Run is a non-judged lap to prove the mechanical condition of the vehicle is ready for competition.
6. The competitor has completed the bye lap once they have initiated drift at the first corner. Once complete the competitor can choose to drive the rest of the course or continue to drift the remainder of the circuit.
7. In one case, the driver will not be required to complete a BYERUN:
Driver A causes a collision with Driver B and is unable to repair their car afterward.
Driver B, whether their car is damaged or remains undamaged, will automatically advance to the next battle without having to complete a BYERUN in the second run
8. After the first car crosses the finish line, the start judge starts a 2-minute timer, during which both drivers must return to the starting line and be ready for the second run. If either driver fails to appear at the start within the 2-minute time frame, driver will be disqualified.
9. In the event of a tire debearing on course, the vehicle will not be allowed to leave the line with a currently debearing or previously debearing tire. A debear is defined as a tire that is or was not correctly seated on the rim. If a tire rebears during warmup, it must be deemed safe to run by the start marshal.
10. Rear Tire changes will not be allowed during Competition Timeout unless debearing has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs. In TOP4 part of the event if a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

1.11. TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle. The 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.

Lead runs will account for 60% of the battle points and chase runs will account for 40% of the battle points because a driver is less likely to have a good chase run if there is not a good lead run.

An example of how this scoring system will work is as follows:

	Lead Score (Maximum 60)	Chase Score (Maximum 40)	Total (Maximum 100)
Driver A	55	30	85
Driver B	40	40	80

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



If the judges are unable to find a clear winner, a One More Time (OMT) is called. Only one OMT can be called per battle.

If the Judges cannot make a decision from the OMT then they will look at run 1 and run 2 and determine the winner from both runs.

A winner must be determined after the OMT.

LEAD DRIVER GOALS:

- Run the qualifying line
- Run a 100 point qualifying run
- Run a chaseable lead run
- Follow the Accel/Decel map

Chaseable lead run will have filled the zones, hit the clips and maintained a consistent speed and/or slowed/braked in the proper areas, which gives the chase driver a reasonable opportunity to chase and mimic with good proximity.

Unchaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift.

CHASE DRIVER GOALS

- Initiate no later than the lead driver (judges wants to see the chase driver initiate before or at the same time.
- 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

The chase driver's goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the lead driver, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. Run will be scored, when the driver finish drifting in controlled way crossing a finish line A chase driver that does not establish and maintain proximity may be at a disadvantage.

ACCEL/DECEL MAP

The ACCEL/DECEL MAP (Figure 3) provides a graphical representation of the course where the judges would like to see the lead vehicle on-throttle and off-throttle/braking. Lead runs that do not conform to the graphical representation of the course will receive deductions. The ACCEL/DECEL MAP will be used to ascertain fault in tandem collisions.



ACCEL/DECEL can be categorized by 3 colours:

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

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

Orange: Vehicle may be on partial throttle or minor speed adjustment in these zones, but may not be heavily using the handbrake or footbrake. The chase driver should anticipate slight speed variations from the lead car in these sections as the lead driver “settles” the car prior to a full throttle green zone.

1.12. INCOMPLETE TANDEM RUNS

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run and therefore the run will be considered incomplete

The following constitute an INCOMPLETE in tandem:

- Spinning Out
- Stop drifting
- Two wheels of the marked track (on some tracks three wheels of)
- Opposite drift- Drifting with the opposite angle required at that point on course
- Hood and/or doors opening during a run
- A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on the previous run.
- Performing an Illegal pass - results in an INCOMPLETE for the chase driver
- Getting legally passed- results in an INCOMPLETE for the lead driver
- Three consecutive restarts from the start or an official's call
- **Proximity box:** The section on the track designated by the judges, where both cars must be in at the start drifting or during drifting. If chasing car does not appear even with the front bumper within the Proximity Box judges give the chasing driver an INCOMPLETE. It is allowed to designate more than one "proximity box" on the course.

The following constitute (but is not limited to) a DISQUALIFICATION in tandem:

- Tyre de bead or flat tyre
- Minor/major mechanical failure resulting in the course official deeming the car unable to continue.
- Collision with the other driver that is considered “avoidable” or unsportsmanlike.
- Adjustments to the car during competition, which are outlined in section 1.17 of this document.

INCOMPLETE VS DISQUALIFICATION

Incompletes and disqualifications will be scored equally. For example, if Driver A spins on their chase run (incomplete) and Driver B cannot start their chase run due to a de bead before leaving the line (disqualification), then both drivers will have scored an incomplete for their chase runs and the judges may decide to declare a One More Time



1.13. PASSING

Passing is allowed in Drift Masters European Championship Tandem battles. Passing is not required, but is legal for the chase vehicle to do as long as all four of the following conditions are met:

- The lead driver must be offline or completely off course.
- The chase driver can only make a pass on an inside clipping point.
- The chase driver can only make pass on the inside of the lead driver.
- 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 an INCOMPLETE on that run.

1.14. TANDEM JUDGING EXAMPLES

The situations below are examples to demonstrate how the judges break down each tandem battle and take each driver's actions into account to find a winner.

Example after run 1 (Figure 4) and the judges notes

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	

Figure 4

Example after run 1 and 2 (Figure 5) and the judges notes

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Figure 5



Example of the decision making process after a completed battle (Figure 6).

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Figure 6

In the event of two unrelated INCOMPLETEs from both drivers on the second run (Figure 7), that run is considered a tie, as neither driver was able to complete the run and earn an advantage. In this case, the judges will refer to the first run to establish a winner.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Spin -ZERO-
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Spin -ZERO-

Figure 7

In the event of a INCOMPLETE from one of the drivers during a run due to a mistake from the “tandem INCOMPLETEs” list (Figure 8), the other driver will be given the win unless a major mistake was made on his/her part during the previous run. In this case the complete loss of control resulting in an INCOMPLETE from Driver A on run 2 is enough to give Driver B the overall win.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Spin -ZERO-
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Figure 8



In the event of INCOMPLETEs from both drivers on the lead run (Figure 9), as neither driver was able to complete the lead run and allow the other driver to chase.

In this case, the judges may declare a One More Time.

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.

Driver Name	Run 1	Run 2
Driver A	Lead: Zero from the Zeros list	Chase: No chase required after the lead's zero
Driver B	Chase: No chase required after the lead's zero	Lead: Zero from the Zeros list

Figure 9

In the event that both drivers incomplete on the chase run, the judges have 2 options.

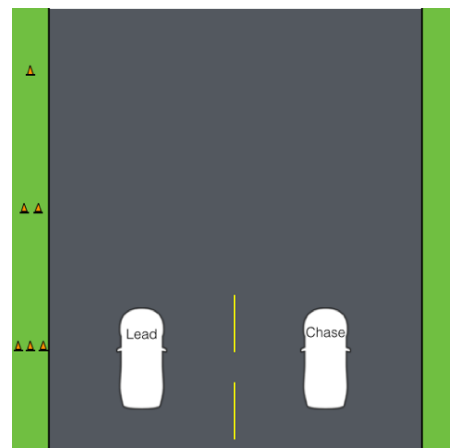
1. The judges may declare a One More Time. This option can be used when both lead runs are similar and a distinctive winner cannot be decided from comparing lead runs alone
2. The judges may declare a winner based on comparing lead to lead runs. This option should be used if there is no option of a One More Time, or there is a significant difference between lead runs. For example Driver A fills all zones and maintains good angle throughout the course, whereas Driver B missed several zones, drops a wheel and has several corrections.

1.15. 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.

There will be lines painted on the course surface divide the course in two lanes. The lead driver may use a “flick” to initiate, but must always remain in his/her lane (not touching the dividing line at all) while doing so. There are two different initiation scenarios the chase driver can use, with different rules:

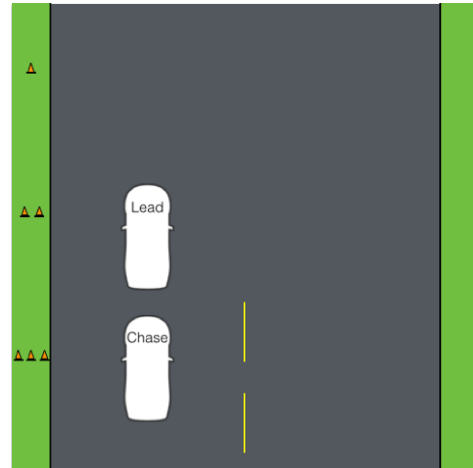
SIDE BY SIDE - The chase driver can choose to initiate immediately beside the lead driver within the full width of the chase vehicle lane. The vehicle must not cross the center line until the end of the last portion of the painted line. This will end an appropriate distance from the latest initiation point. This will give the lead driver the full width of the lead vehicle lane to use the desired initiation technique, while giving the chase vehicle the opportunity to maintain proximity and also give the time to get positioned for an initiation before the latest initiation point.



SINGLE FILE - The chase driver can also choose to initiate behind the lead driver. In this case the chase driver can remain in the same lane as the lead driver with as much proximity as the chase driver can achieve while staying behind the lead vehicle. In this case, the lead driver also has the full width of the lead vehicle lane to initiate in any manner desired, as the chase vehicle must stay behind the lead vehicle until the lead vehicle has initiated.

Violations of side by side or single file procedure may result in a restart or deduction from the judges.

On some tracks the judges may decide to run with only one initiation procedure. This will be communicated to the drivers at the drivers briefing.



1.16. TANDEM COLLISIONS AND CONTACT

Vehicle contact in drifting is something that Drift Masters European Championship recognizes as part of the sport, however collisions of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

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 while fulfilling the lead driver goals then he will be deemed at fault.

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.

RUN 1 COLLISIONS

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

If the case above occurs in the final battle, Drift Masters Grand Prix 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, but maximum 20 minutes.

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.



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.

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 Technical 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 Technical 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.

1.17. 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, fueling. If any of these occur the competitor will be disqualified.

1.18. TANDEM REPLAYS

The typical run of show will be a replay after each run of tandem. Judges may request multiple replays. The Race Control 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 on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system, closed-circuit TV 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.

1.19. PROTESTS AND APPEAL 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 the Competition Director.

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

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 hood came open during a run and the judges did not see it. Objective action with regards to Drift Masters Grand Prix 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 Drift Masters Grand Prix data and camera footage will be allowed in a review of a protest.

FILING A PROTEST

Protests are expected to be well founded, reasonable, logical, and based on sound evidence. Every protest shall be made in writing on the Drift Masters Grand Prix Protest form.



The protest form needs to be completely filled out and must specify which part of the Drift Masters Grand Prix Rules & Regulations that is in question, signed by the driver, spotter, or team representative making the protest.

The Protest form must be accompanied by the appropriate protest fee and presented to the judge's stand within the time limit specified in the chart below.

Presentation of the form to the judge's stand must be in a professional and sportsman like manner and must not interrupt the judges during a judges run. Failure to do so will result in your protest not being reviewed.

PROTEST AND TIME LIMITATION CHART

Round	Time Limitation	Fee
TOP 32	5 minutes after last battle	600.00€
TOP 16	Prior to start of Top 8	1200.00€
TOP 8	Prior to start of Top 4	2000.00€
TOP 4	Prior to start of Finals	2500.00€

REVIEWING PROTESTS

The Drivers Steward, or his/her designee, shall review the protest and render a decision as soon as possible. The Drivers Steward will attempt to give all interested parties an opportunity to comment or provide input.

If a protest review is denied the protest fee will be forfeited.

If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of championship points.

APPEALS Once a protest has been reviewed and denied, the driver will have the right to file a post event regarding the decision if the following conditions have been met.

An appeal must be filed within 24 hours of the final battle of the event.

The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest.

Any outside and or public discussions regarding the incident prior to the appeal process will void. Due to time constraints and the year-end awards banquet, appeals may not be reviewed concerning decisions at the final events of the year.

Send appeals via email to office@driftmasters.gp



2. CHAMPIONSHIP POINTS

2.1.QUALIFYING AND COMPETITION POINTS

QUALIFYING POINTS	
Position	Points
1st	8
2nd	7
3rd	6
4th	5
5th	4
6th	3
7th	2
8th	1

QUALI.SHOWDOWN POINTS	
Position	Points
1st	4
2nd	3
3rd	2
4th	1

COMPETITION POINTS	
Finish Rank	Points
1st	100
2nd	88
3rd	76
4th	64
5th - 8th	48
9th - 16th	32
17th-32nd	16

2.2.COMPETITION POINTS

Rookie of the Year will be awarded to the highest ranking 1st year driver in Drift Masters

2.3.CHAMPIONSHIP RANKING TIE BREAKING

In the event that several drivers obtain the same number of points in the season's individual ranking, a higher place is awarded to a competitor who was awarded a bigger number of higher places in particular rounds gets better place.

If a tie still occurs in the points standings- the tie breaker will be the finish rank of the most recent round.

Example: Driver Y and Driver Z both have 212 points at the end of the season, Driver Y finished 14th and Driver Z finished 13th in the most recent round. Driver Z will be ranked above Driver Y.



DRIFT MASTERS EUROPEAN CHAMPIONSHIP

PROTEST FORM (COMPETITION)

EVENT : _____

DRIVER NAME : _____

SIGN : _____

DRIVER : _____ CAR no: _____

BATTLE UNDER PROTEST (IF APPLICABLE) :

_____ Vs. _____

BRIEF DESCRIPTION OF YOUR PROTEST: _____

RULEBOOK SECTION IN PROTEST: _____

PROTEST AND TIME LIMITATION CHART

Round	Time Limitation	Fee
TOP 32	5 minutes after last battle	600.00€
TOP 16	Prior to start of Top 8	1200.00€
TOP 8	Prior to start of Top 4	2000.00€
TOP 4	Prior to start of Finals	2500.00€

Any outside and or public discussions regarding the incident prior to the appeal process will void the appeal.



Record of Revisions

Version / Date	Revision Change



