



SIMGEAR Drift Competition - 2024 Rulebook

Introduction

We are pleased to provide you with the rulebook for the SIMGEAR Drift Competition amended with permission from VDC. The championship SIMGEAR Drift Competition is part of BULERS (Bulgarian Electronic Racing Series) and will be broadcasted in YouTube at Pitlane.TV channel.

All participants are strongly encouraged to review and follow the rules as closely as possible

The SIMGEAR Drift Competition Team wishes you the best for the season.

1. Car

1.1 Eligibility

All cars from VDC Public Pack v4.0 are allowed.

1.2 Restrictions

No car model modifications allowed. You can only make your own livery but you have to keep original windshield banners of VDC.

2. Event Criteria

2.1 Qualifying

- In competition, drivers are given two non-consecutive judged laps to qualify.
- Best run will count as their best score.
- Tiebreakers will be determined by the lowest qualifying score, if this does not separate the drivers then it will go off of championship standings, if this does not work then it will go off higher score on the first run and failing that it will go off of the head judges' score. Each qualifying run is judged on the following criteria: Line, Angle and Impact.
- You will have thirty seconds to get to the line and be ready to go for your run. This rule has been implemented so time will not be wasted.
- If both qualifying runs are 0 points, the driver will be dropped from the Battle Chart.

2.2 Qualifying Judging Criteria

Points:

Line - 60 points.

Angle - 20 points.

Style - 20 points: (Initiation, Commitment and Fluidity)

The scores will be split between judges:

Judge 1 : 30 points **Line**

Judge 2 : 30 points **Line** + 5 points **Commitment**

Judge 3 : 20 points **Angle** + 5 points **Initiation** + 10 points **Fluidity**

Maximum score – 100 points

Line

Line is the ideal path a vehicle must take on a course and is marked by Inner Zones, Outer Zones, Transition Areas and Touch&Go Points. Inner Zones are reference points on the course where the vehicle's front bumper should come as close as possible to the reference point. Outer Zones act as reference points and are scored by determining how close the car's rear wheels (or the vehicle's rear bumper depending on the course) comes to the chalk/wall. Transition Areas are sections of track where the direction of the line changes and vehicles must change the direction of their drift.

Angle

Angle is the slip angle of a car throughout a given run; this is broken down into the following definitions. One, maintaining a chaseable amount of angle throughout the entire run with minimal corrections. Two, no excessive front wheel movements. Also, the driver must

demonstrate full control over the transition and finally they should be holding as much angle as is chaseable at all times. All areas of track will be discussed during drivers briefing.

Style

Initiation

Early – Initiation cones will be used for reference.

Rate to angle - Quickly getting to the desired angle.

Smooth - Reductions in angle and corrections.

Fluidity

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

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.

2.3 Tandem Battles

- Tandem battles are based on two runs, in head-to-head format, with competitors paired up based on qualification. The higher qualifier will lead the first run and the second led by the lower qualifier.

2.4 Tandem Battle Criteria

Lead Driver Goals

- The Lead Driver is to run the course as close to a 100 point qualifying line as possible, in a smooth and consistent manner.
- Run a chaseable lead run
- Driving at excessively low/high angle will be heavily penalized due to the fact that it

constitutes an unchaseable lead.

- The Lead Driver must follow the Accel/Decel map as closely as possible. Brake checking or any other method of slowing down in an area where a driver should not be losing momentum, will result in a deduction.

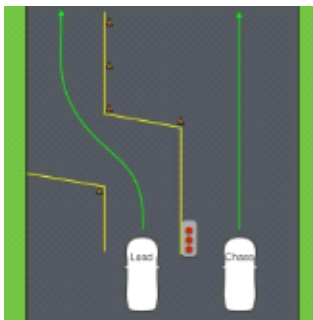
Chase Driver Goals

- Initiate no later than the lead.
- Maintain as close a proximity to the lead driver with as much duration as possible.
- Mimic the Lead Driver's transition and line throughout the course (unless it is unsafe to do so)
- Match the Lead Driver's angle whenever possible

Start Line Procedure

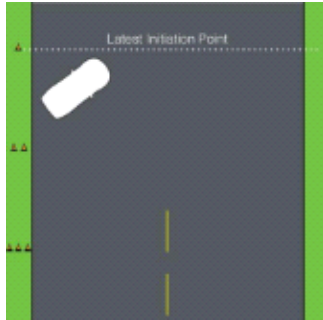
The start line is situated at the beginning of the course. It is the official starting point of each qualifying run and tandem battle. Starting procedure will be announced during drivers briefing. Lead driver has to start driving no later than 3 seconds after start signal. During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted track side prior to initiation. The location of the flagger or restart light will be discussed during the driver's meetings prior to competition.

During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting. (for example starting before starts light turns on or waiting too long after start light turns on) figure below



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 track side. (Figure 2). For the additional Tandem procedure see

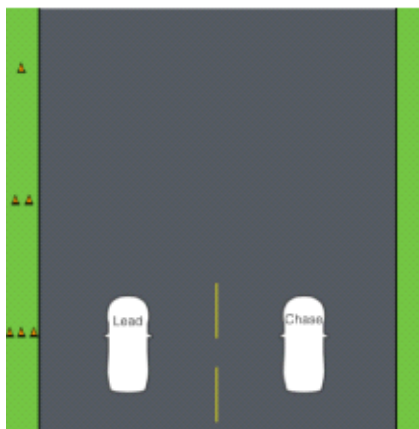


Tandem Initiation Procedure

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.

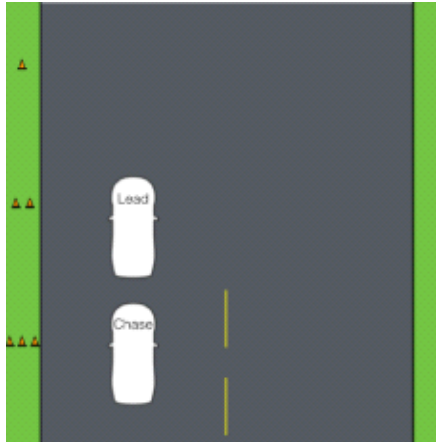
There will be lines painted on the course surface divide the course in two lanes. The lead driver may use a “flick” to initiate, but must always remain in his/her lane (not touching the dividing line at all) while doing so. There are two different initiation scenarios the chase driver can use, with different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



Overtaking

Overtakes are allowed but not encouraged. You may pass anywhere on course as long as the following conditions are met:

- The Lead Driver is completely off the line the judges have specified or is completely off course.
- The Chase Driver MUST carry reasonable angle and be on the qualifying line.
- The Chase Driver will become the lead once they have fully passed the original lead driver's vehicle
- At this point the former chase MUST finish the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an incomplete for that half of the battle.

Any passing that occurs outside the scope of the aforementioned criteria will be deemed illegal and constitute an equivalence to an incomplete run.

Contact/Collision

Drifting is a non-contact sport; any contact may result in a deduction.

Lead Vehicle

- If the lead vehicle deviates (goes away) from the line, unnecessarily reduces speed or has an excessive deceleration at any point then they may be deemed at fault for the collision. Each Judge will INDIVIDUALLY ascertain fault.
- If the Judges believe the lead driver deliberately spun their car after contact or stopped drifting, then they may apply penalties to that driver as that is deemed unsportsmanlike behaviour.

Chase Vehicle

- If the chase driver collides with a lead driver who is fulfilling the lead driver goals then they will be deemed at fault.
- The chasing vehicle may lightly rub the door of the lead car, but it must NOT affect the lead car in ANY way.

Both Vehicles

- Both Drivers MUST attempt to complete the run after contact.
- In some instances the fault can be assigned to both drivers in an equal share, which would cause the run to be considered an incomplete for both parties.
- If ping causes contact then whoever lags will be deemed at fault.

Driver Errors

In the event the Lead Driver stops drifting for any reason, Chase Drivers have to complete the run, unless the Lead Driver's mistake means it is unsafe to do so, (i.e Lead spins on track and Chase has to stop to avoid a crash).

In the event a Chase Driver stops drifting for any reason, Lead Drivers are required to complete the run.

Tandem Scoring

Tandem Scoring will be observed by the (3) judges during the head-to-head battle. There will be no declaration of scores between the two runs. At the conclusion of the head-to-head battle, each judge will individually declare a winner. Judges will select from three options:

1. Driver "A" wins
2. Driver "B" wins
3. One More Time

In the event there is no clear majority, a "One More Time" will be granted, and the competitors will begin another two run head-to-head battle.

Multiple "One More Times" may be necessary to determine a winner.

2.5 Protests

- Protests are no longer allowed during competition due to all results are based on the judges perspective.

2.6 Deductions, Zeroes & Strikes

- One wheel off course at one time = Minor Deduction
- Small Correction of Angle (wavering) = Minor Deduction
- Contact during tandem battles causing a small correction = Minor Deduction
- Minor deviation from the specified line = Minor Deduction
- Two wheels off course at the same time = Major Deduction
- Large Correction of Angle (wavering) = Major Deduction
- Hitting a front clipping point with the front wheel = Major Deduction
- Drag racing off the line as lead car during battles = Major Deduction
- Cutting angle to gain an advantage during lead = Major Deduction
- Significant deviation from the specified line = Major Deduction
- Contact during tandem battles causing a significant correction = Major Deduction
- Three or more wheels off course at the same time = Zero
- Loss of drift = Zero
- Contact causing an abrupt change in the vehicles drift and/or spinning = Zero
- Inactive chase = Zero

- Chase driver cutting into lead drivers way, i.e. impeding lead drivers lane prior to entry or causing unnecessary contact at any time during a run = Zero
- Hitting cones on launch = Strike
- Lead car leaving before the starting procedure finishes = Strike
- Getting 3 strikes in one run = Zero

3. Other Rules

3.1 Connections

Should there be any problems with your connection to the server or lag and you can't make it on time to the line your 5 minute competition timeout will start. If you are still not at the line by the end of the timer, you will automatically lose the battle.

During Solo Qualifying, If any car seems to experience internet issues such as lag / glitch / flicker / unstable car movement - the run will be counted as zero point.

During battle, if any car seems to experience the above mentioned issues will be deemed at fault of the driver.

3.2 Miscellaneous Rules

SIMGEAR Drift Competition will not allow a rerun for wheel and controller issues. Track staff or a judge will go into discord voice chat to make sure everybody is ready. Check your equipment before your runs!

You should not be pulling out or honking in the pits while in competition. Failure to comply after the first warning will result in the driver being disqualified.

3.3 Drivers Briefing

Driver's Meeting will take place approximately 30 minutes before qualifying. This is to ensure you know what the judges are looking for on the track. These are mandatory, if you miss the drivers briefing you will not be allowed to drive at that event.

3.4 Discord

All drivers are required to be on our Discord server in the voice channel for the event. Mic is not required.

3.5 Assetto Corsa & Discord Name

All drivers must have their real name in Assetto Corsa as well as Discord. If you do not have your real name you will not be allowed to enter the event.

NO Team Tags or Car Numbers will be used during the event. ONLY your real name.

3.6 Spotter

Spotters will be allowed as long as it does not interfere with the competition and the competition Discord. Spotters will not be allowed to join the servers.

3.7 Competition TimeOut

You can use the "5 Minute Rule" once per round.

3.8 Driver Strikes

- First strike - The driver will be issued with a written warning.
- Second strike - The driver is suspended from the next round of competition and is also docked 100 championship points.
- Third strike - Instantly banned from SIMGEAR Drift Competition for one full season.
- We reserve the right to ban any individual for disorderly conduct both during and outside of competition.

3.9 Season limitations

Driver is allowed to use up to 3 liveries and can update it once during the season. Livery update has to be simultaneous i.e. driver wants to update only livery A and B, and later in season thinks to change C. Only one change is allowed.

Livery pack has to be delivered by 18th of September otherwise it will count as seasonal update

Driver is allowed to declare two cars which will be used by him/her throughout the season.

4. Championship Points

4.1 Championship points will be awarded for each round of competition.

For Attendance

Everyone gets - 1 point

In qualifying It is as follows:

1st - 7 points
2nd - 5 points
3rd - 4 points
4th - 3 points
5th - 2 points
6th, 7th & 8th - 1 point

For tandem battles it goes as follows:

First - 100 points
Second - 85 points
Third - 70 points
Fourth - 60 points
Great 8 - 48 points
Top 16 - 32 points
Top 32 - 16 points

4.2.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

5. Requirements for registration

The participants have filled the registration form provided by the committees of SIMGEAR Drift Competition. "google form link"

The participant name must follow their real identity (DO NOT USE NICKNAME or ALIAS).


Participants may provide their portrait on their registration form for Driver Display on Stream.





This is unnecessary but encouraged. Participants MUST own a GENUINE FULL DLC copy of Assetto Corsa (PC) and not pirated.



Participants are allowed to use any means of control, be it mouse & keyboard, joystick, or steering wheel & pedal.

JOIN BULERS DISCORD SERVER <https://discord.gg/udA7yx8H>

6. Calendar



12-13.10	Okayama	
26-27.10	Mondello	
02-03.11	Silverstone	
16-17.11	Portimao	

 LIVE at  **pitlane.tv**

www.BULERS.com