

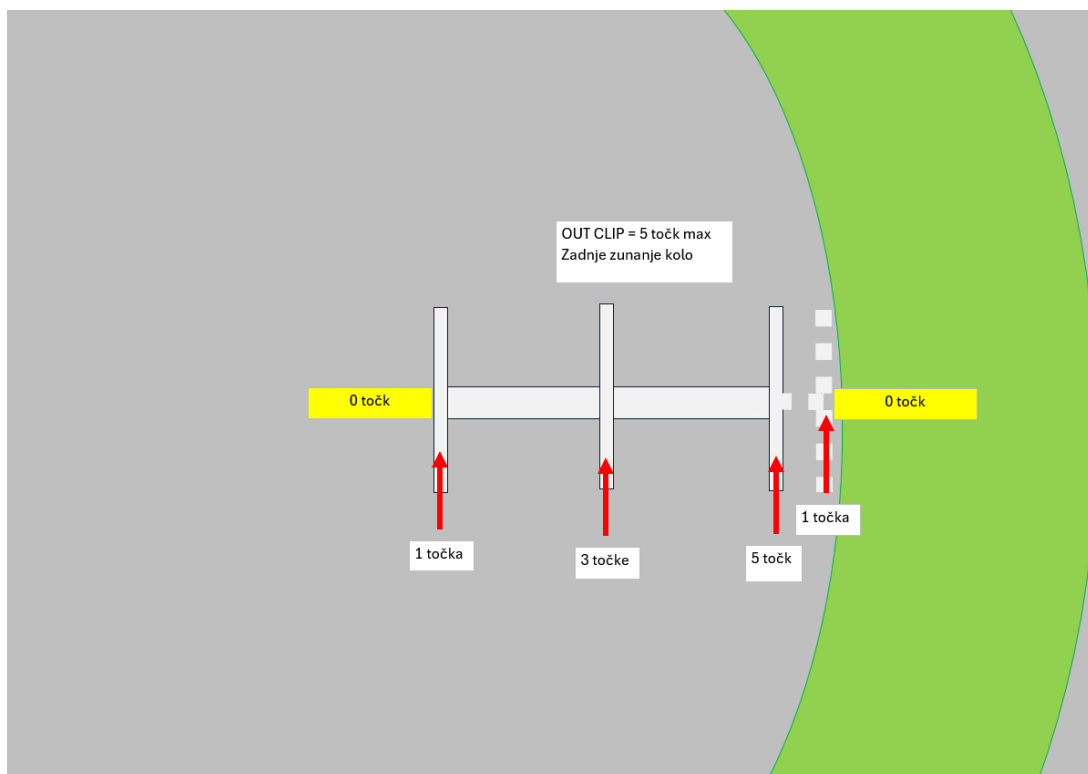
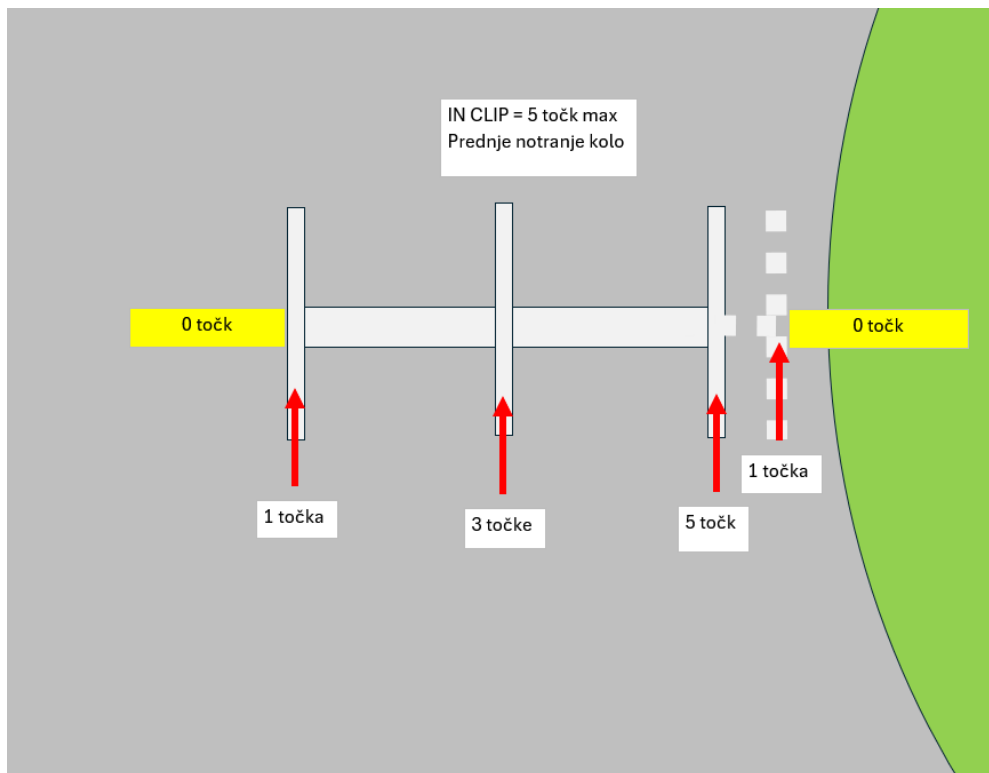
## 2026 Open Slovenian Drift Championship Judging Regulations

### 1. COURSE LAYOUT

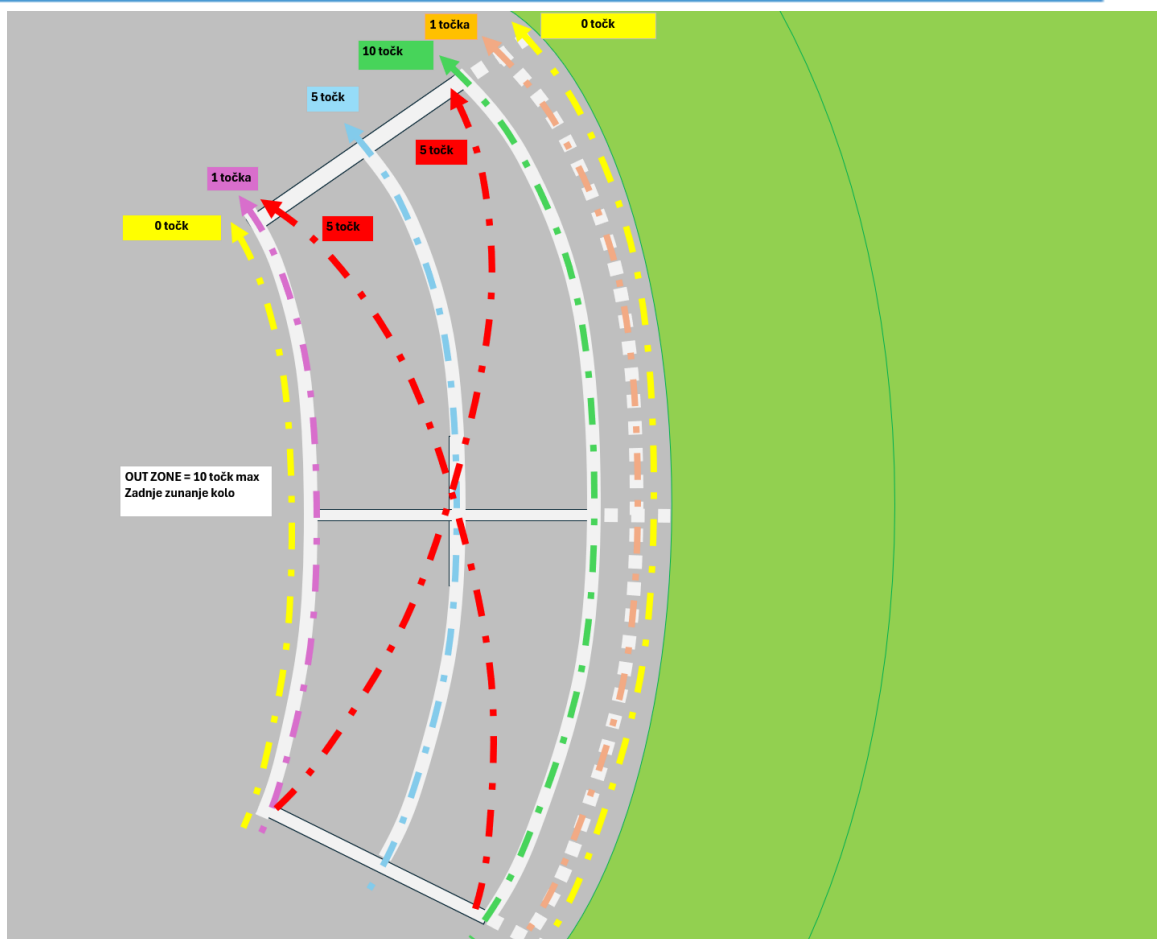
- The organizer, together with the competition judging team, sets up the course and marks it with elements to assist in judging.
- The course or the elements for judging may be adjusted by the organisers on the day of the event until the end of the practice sessions, in which case the drivers' briefing will be held again before the start of the competition.
- The course layout is presented in the supplementary regulations and at/in the drivers' briefing.

#### 1.1. Track elements

- **Start**  
The starting position is marked for the lead and follow vehicle.
- **Exclusion zone**  
There shall be no skidding in the strike zone. The two vehicles shall accelerate in parallel or in sequence to the initial skid zone. The lead vehicle shall accelerate at the maximum possible acceleration without unforeseen interruption, the following vehicle shall not impede the lead vehicle and shall allow the lead vehicle to start the skid. The method of starting the skid, or the earliest point at which the skid is to be started, shall be determined by the competition officials at the briefing and shall mark with cones the part of the strike zone where the lead vehicle shall remain in the line. After crossing the cone marking, the lead vehicle may arbitrarily choose the line in front of the skid zone to start the skid and, in doing so, may start the skid in the opposite direction ("manoeuvring flick")
- **Initial zone**  
In the Initial Zone, the vehicle must slide at a sufficient angle on the intended line.
- **Clipping point**  
It can be inside or outside. On the track it is defined as a marking on the track – a rectangular line with cross bars indicating the proportion of points scored for the line. The position of the outside rear or inside front wheel is evaluated.



- Outer zone**  
 A longer section of the track where the vehicle must drive within the markings on the road with the rear outer tire. The zone is divided into several parts, which then determine the proportion of points obtained for the line.



- **End of the route**  
A visibly marked point at which the driver finishes sliding (the car must still be sliding through the marked point). After finishing the course, the car must stop calmly without any unforeseen movements (hard braking, turning, quick change of direction). In the case of a pair, the cars must not interfere with each other after finishing the course.
- **Braking area**  
An area marked on the track or defined in the briefing where braking is expected.

## 2. QUALIFICATIONS

- In the qualifying heat, the driver drives on a set course.
- While driving, the driver drives along the track in a manner that takes into account all specified elements of the track.
- The driver tries to cover the track at the highest possible speed and skid angle.
- The start of the glide and changes of direction should be made at the highest possible rate of change of angle.
- The change of angle during cornering and line adjustments should be as smooth and uncorrected as possible.
- The end of the slide should be calm and controlled, without turning or starting to slide in the other direction.
- From the starting zone to the end of the track, the vehicle should slide continuously.
- Additional instructions depend on the course layout and are explained by the competition judges at the driver briefing.

## 2.1. Qualification assessment

- 4 elements of driving are evaluated.
  - 50 points – Line; assessing the accuracy of driving along the intended line of the course – taking into account the marked elements on the course.
  - 20 points – Speed and Aggressiveness; assessing speed on the track and aggressiveness of transitions. Higher scores are awarded based on the difficulty of the ride.
  - 15 points – Angle; assessing the size of the angle throughout the entire ride. The average angle throughout the ride is taken into account.
  - 15 points – Flow; assessing the smoothness of the ride. It is assessed based on changes in angle or line within the course. More corrections reduce the score.
- The rides shall be scored by at least three competition judges. Each competition judge shall score all the elements. The average of the element scores of all the judges shall be the final score of the element.
- The final driving score is the sum of the scores for the individual elements.
- The maximum driving score is 100 points.

### 2.1.1. Rules where a score of 0 points is assigned - qualifications

- Stopping sliding as a result of turning. Turning is also defined if the car does not turn more than 90 degrees but stops excessively due to a too rapid change of angle, requiring the driver to make a large number of corrections to continue sliding.
- Stopping a skid due to understeering; depending on the layout of the course, may be partially tolerated by the race officials with prior explanation at the drivers' briefing.
- Riding outside the outer limit of the track with two or more wheels.
- Late start of a qualifying heat (more than 3 minutes late).
- Start made before the starter's signal for the start has been displayed
- Major touches to objects on the track - where major deformation of the cars occurs (twisted reflective elements on the cars) is defined precisely by the race officials at the drivers' briefing.

## DOUBLE ELIMINATION BATTLES

- The pair elimination matches consist of two runs, with each competitor in the pair performing one run as the lead vehicle and one run as the follower vehicle.
- After both runs are completed, the competition judges give a score for the run.
- In the event of a tie, a rerun of the two heats will be held. In this case, tyre changes for both cars are permitted.
- In the event that only one car is entered in a pair of elimination pairs of doubles, it must complete one heat, except that it is not required to skate during the heat, or a heat result that would result in a score of 0 points in qualifying mode does not prevent progression to the next round of competition.
- The lead driver aims to drive the best qualifying lap.
- The following driver shall endeavour to follow the lead driver in such a way that the distance between them is as small as possible, keeping the same or greater angle and following in such a line as not to shorten the distance on the track relative to the lead car.
- Overtaking is only permitted in cases where the leading vehicle turns or makes a major error that prevents the following vehicle from safely avoiding a collision. If the following vehicle overtakes and obstructs the leading vehicle or causes a collision, the following driver's performance is scored with 0 points.

## 2.2. Scoring of doubles elimination matches

- The heats shall be scored by at least three competition officials. Each competition official shall score all the elements for the lead and the follower for both heats.
- The average of the element scores of all competition judges is the final element score.
- The final driving score is the sum of the averages of the individual elements for the leading and following driver for an individual driving session.
- The maximum score for both runs for an individual driver is 2x100 points.
- The principle of the judging is to judge the two lead races and the two follow races individually.

### 2.2.1. Lead driver evaluation

- 4 elements of driving are evaluated:
  - 50 points – Line; assessing the accuracy of driving along the intended line of the course – taking into account the marked elements on the course.
  - 20 points – Speed and Aggressiveness; assessing speed on the track and aggressiveness of transitions. Higher scores are awarded based on the difficulty of the ride.
  - 15 points – Angle; assessing the size of the angle throughout the entire ride. The average angle throughout the ride is taken into account.
  - 15 points – Flow; assessing the smoothness of the ride. It is assessed based on changes in angle or line within the course. More corrections reduce the score.

### 2.2.2. Evaluating the following driver

- 4 elements of driving are evaluated:
  - 25 points – Line; assessing the accuracy of following driving – the average line on the track relative to the lead vehicle (shortening...) throughout the entire drive is taken into account.
  - 25 points – Distance; assessing the accuracy of following driving – the average distance to the lead vehicle throughout the entire journey is taken into account.
  - 25 points – Angle; assessing the size of the angle throughout the entire ride. The average angle throughout the ride is taken into account.
  - 10 points – Flow; assessing smooth riding. It is assessed based on changes in angle, line and speed within the course. More corrections / greater difference in corrections reduces the score.
  - 15 points – Aggressiveness – assessing the aggressiveness of direction changes and the speed of closing the distance to the leading driver. Higher scores are awarded based on the difficulty of the driving performance.

### 2.2.3. Following driver evaluation – graphic display

#### Idealno sledenje

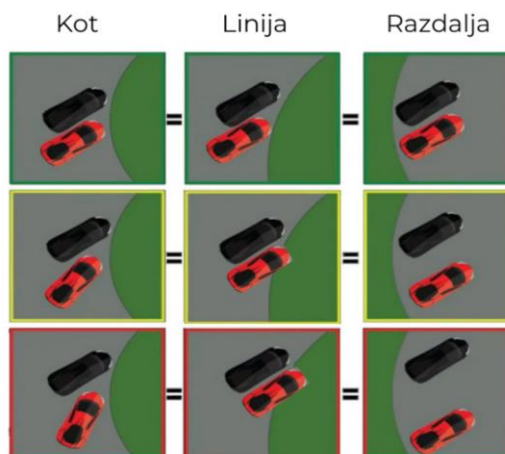
Sledeče vozilo, posnema identični kot, linijo ter drsi za vodilnim na minimalni možni razdalji, pri čemur ni kompenziral ne s kotom in ne linijo.

#### Kompromisno sledenje

Sledeče vozilo, kompenzira s kotom za bližjo razdaljo/kompenzira linijo ali razdaljo za izenačen kot/kompenzira razdaljo za izenačen kot in linijo. Kompenzacije so v vseh primerih enakovredne za ocenjevanje.

#### Slabše slednje

Primeri slabših sledenj kateri so po napakah en drugemu enakovredni.



#### 2.2.4. Rules where a score of 0 points is awarded – doubles elimination matches

- Stopping sliding as a result of turning. Turning is also defined if the car does not turn more than 90 degrees but stops excessively due to a too rapid change of angle, requiring the driver to make a large number of corrections to continue sliding.
- Stopping a skid for under-steering - depending on the layout of the course, this may be partially tolerated by the race officials with prior explanation at the drivers' briefing.
- Riding outside the outer limit of the track with two or more wheels.
- Late for the start of the ride (more than 3 minutes late).
- If the following vehicle overtakes the lead vehicle and either obstructs the lead vehicle or causes a collision, the following driver will be scored 0 points.
- Major touches between vehicles: Minor touches are tolerated as long as there is no significant obstruction to the line/angle constancy of the lead driver.
- The lead driver will receive a score of 0 points if there is a major error by the lead driver (U-turn/half-turn, unforeseen braking, uncontrolled/unforeseen driving) which requires the follower to stop or make an unforeseen adjustment. In this case, the follower must skid the remainder of the course - the criteria for qualifying runs are taken into account and the follower's score is then determined for the part of the course where there was no obstruction by the lead driver.
- Obstruction of driving by another driver. The following driver must allow the leading driver to perform the qualifying run. The leading driver must not perform unpredictable driving and must allow following (excessive low-angle driving or driving outside the intended line).
- The distance between the vehicles at the end of the run is greater than 5 vehicle lengths (provided the lead vehicle has completed a run that is scored more than 40 points).
- Start made before the starter's signal to start - applies to the lead driver. The following driver may start before the starter's signal to start, but may not cross the start line before the signal to start - here a delay in the starting position is allowed, which is defined in the supplementary rules in the layout of the course.
- When the leading driver does not accelerate continuously / or as he did in qualifying, but interrupts the acceleration (releases the gas, brakes / misses a gear) and thus hinders the following driver from accelerating in such a way that the following driver does not have to easily adapt and consequently loses proximity / speed to the leading driver.

### 3. RULES FOR SPECIAL CASES

- If overtaking occurs up to the skid start zone, the following vehicle is automatically scored 0 points.
- If a collision occurs during a heat and as a consequence the driver who did not cause the collision does not have to continue the competition due to a technical fault of his vehicle, then the driver who did not cause the collision is automatically the winner of that heat. The severity of the fault will be checked by the technical commissaire and he will confirm/disconfirm the ability of the driver to continue the competition. In the case that the injured driver is allowed to continue the competition, but has to have his vehicle checked/repared, he has 5 minutes to do so (implementation according to the 5 minutes rule as defined in the Drift 2026 Competition Regulations) without losing his right to benefit from his 5 minutes rule.
- The organizer reserves the right to change the rules without prior notice.

### 4. INTERPRETATION OF THE RULES

Regulations was confirmed on the meeting of the Board of Directors of AŠ SLO in Ljubljana, 27.11.2025.

Association for Car Sport of Slovenia, AS SLO  
**President Rado Raszpet**