



SUPERBIKE DRIFT 2016 RULES & TECHNICAL REGULATIONS

POINTS

Qualifications

- 1st of qualifications gets 10 points
- 2nd of qualifications gets 8 points
- 3rd of qualifications gets 6 points
- 4th of qualifications gets 4 points
- 9th to 12th of qualifications gets 3 points
- 13th & 14th of qualifications gets 2 points
- 15th of qualifications gets 1 point

Competition

- 1st of the round gets 25 points
- 2nd of the round gets 20 points
- 3rd of the round gets 16 points
- 4th of the round gets 13 points
- 5th of the round gets 11 points
- 6th of the round gets 10 points
- 7th of the round gets 9 points
- 8th of the round gets 8 points
- 9th of the round gets 7 points
- 10th of the round gets 6 points
- 11th of the round gets 5 points
- 12th of the round gets 4 points
- 13th of the round gets 3 points
- 14th of the round gets 2 points
- 15th of the round gets 1 point

CHAMPIONSHIP RULES

The Superbike Drift championship is held in several rounds during the year.
The championship ranking is done by awarding points according to the ranking.
The winner of the championship is the pilot who accumulates the most points during the championship.

ROUND PROGRAM

A round consists of the qualifications, followed by battles, spread over a weekend, according to this scheme:

- 12 drivers qualifying on Saturday
- 4 drivers qualifying with the « last chance qualifications » on Sunday morning
- Battles on Sunday afternoon (top 16)

QUALIFICATIONS

Each driver has two qualification runs, non-consecutive, in the opposite way of the championship leading.

The score will be given after each run. In the case of a tie, the ranking will be done in the following way:

- The one who receives the most 'style' points wins
- If equal, the one who receives the most "angle & speed" points wins

In the case of the weather conditions would be difficult but would not cause the cancellation of the competition, the judges will adjust their judgment based on weather conditions.

At the end of qualifying, the number of pilots is 16.

BATTLES

The battles takes place after qualifying.

16 drivers compete in battle (pairs) in the order established by the qualifications.

These duels are based on two consecutive runs (1st round and 2nd round) constituting a battle knockout (pyramidal system: eighth, quarter, semi-final and final).

The driver in the best position in qualifying (leader) on the starting grid, the second driver is placed two meters behind. They goes for the first round, crossing the finish line and make a cooling lap to be placed back on the grid in reverse order of the first round.

At the end of the second round, after crossing the finish line, both drivers goes again for a cooling lap to be positioned in front of the judges so that they designate the winner.

The winner goes to the next step, the loser is eliminated.

LEADER

The leader must focus on 'clipping points' and marked drift zones with the best line and the best angle / speed and style as possible.

FOLLOWER

The follower must be the closest to the leader as possible, while having the best angle / speed possible. For the follower, the leader becomes a mobile "clipping point ». In case the follower clearly dominates the leader, he must follow the path of the leader, with more angles and style, while remaining very close to it.

OVERTAKES

Overtaking is authorized in the Superbike Drift championship and at any point of the course, except the first turn, if the leader is clearly not the desired course and / or if he is too slow compared to the follower. Overtaking must be done without putting in clear danger. Any overtake causing a fall or a regrip to the leader may be punished with a zero by the judges.

SCORING (qualifications)

Each judge is assigned to a specific criterion : line, angle & speed, style

- the « line » judge can give up to 25 points + 10 style points
- the « angle & speed » judge can give up to 25 points + 10 style points
- the « style » judge can give up to 30 points

The maximum points is 100.

In the case of a tie, the driver with the more « style » points will win.

SCORING (battles)

Each judge is assigned to a specific criterion : line, angle & speed, style

- the « line » judge can give up to 20 points + 10 style points
- the « angle & speed » judge can give up to 20 points + 10 style points
- the « style & agressivity » judge can give up to 20 points + 20 agressivity points

At the end of the battle, each judge shall designate a winner. The pilot who has the most votes wins the duel. In some cases, judges may request a « One More Time » if they feel they can not decide between the two competitors. The battle will begin again.

GENERAL JUDGMENT (battles & qualifications)

Actions leading to zero :

- crash
- overtake before the first corner
- regrip in a drift zone (indicated by two marks, one input and one output). A partial regrip with a nice recovery may not be sanctioned by a zero but will cause a loss of points.
- two wheels off track
- foot on the ground
- contact causing a crash or a regrip
- the follower simply respect the « clipping points » after the leader gets a zero in the previous battle
- too much use of the front brake in the drift zones. Judges may withdraw points in the case of an improper use of the front brake in drift areas -10 points /judge).
- pilot and / or motorcycle not ready to go within 5 minutes of their call. If fixable mechanical failure in the first run, the driver got up to 5 minutes to be ready for the next run.

JUDGMENT DISPUTES

Any protest is banned, from qualification to the final. However, it is possible to request an explanation of the results (except in qualifying) before the next runs starts.

Any dispute considered too pushy by the jury may enforce a disqualification for the rest of the competition, and the championship.

TECHNICAL REGULATIONS

- no cm3 limit
- no power limit
- atmospheric and turbo engines accepted
- each motorcycle must have at the front and rear a brake warning light red connected to the front brake (LEDs for example)
- race number, chosen at registration, have to be on the front (windshield / headlight) and rear (tail fairing on both sides) in sufficient proportions, in black on white background
- four Superbike Drift stickers (provided) must be visible on each machine, two on each side, front and rear, and must be sufficiently visible
- coolant is not permitted, only water is allowed
- motorcycles must be in good condition and present no apparent danger (protruding objects, loose, etc ...)

Every motorcycle will be inspected before and during the competition. The organization reserves the right to temporarily or permanently exclude from the competition any driver / team that would endanger the safety of other competitors or the public.

PILOT REQUIRED EQUIPMENT

- full leather suit
- ou
- kevlar or leather pants + leather jacket, necessarily connected with each other
- back protector
- gloves
- integral helmet
- racing boots