

# Drift Masters Virtual Championship Technical and Judging Rulebook



## Introduction

We are pleased to provide you with the rulebook for the Drift Masters Virtual Championship. All participants are strongly encouraged to review and follow the rules as closely as possible. The DMVC Team wishes you a rewarding competition season.

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## 1. COMPETITION

### 1.1. GENERAL

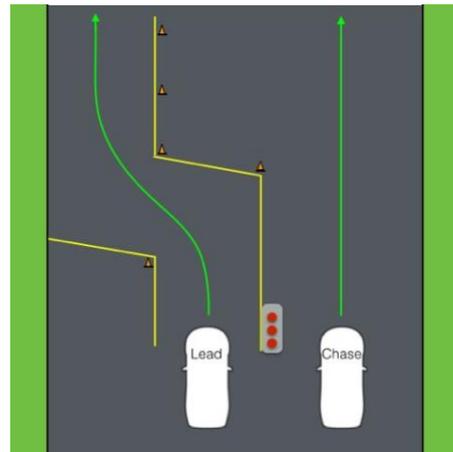
Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally, the line is designated by markers on the course that are comprised of inner clipping points and outer zones.

The Drift Masters Virtual Championship consists of a scheduled number of events 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

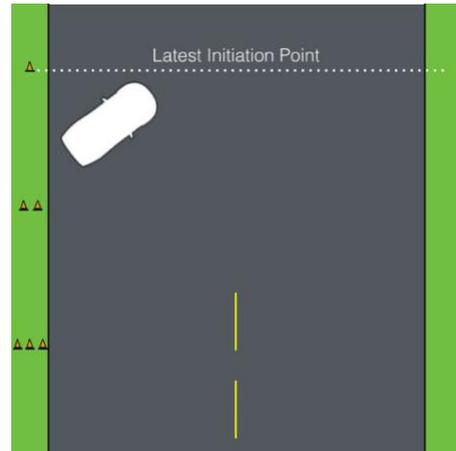
The start line is situated at the beginning of the course. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, 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 Marshall prior to initiation.



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.

### 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.



### 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, 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 : 30p Line

Judge 2 : 30p Line + 5p Commitement

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



#### 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
- Stop drifting

#### 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. TANDEM ELIMINATION FORMAT

The Top 32 Qualified drivers are placed in a standard bracket based on qualifying position. The



tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket.

The higher qualifier will always lead the first run.

If a vehicle is 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. The Bye Run is a non-judged lap to prove the mechanical condition of the vehicle is ready for competition

#### 1.11. TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle, but if the judges are unable to find a clear winner, a One More Time (OMT) is called. 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. 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.

#### 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 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.



### 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
- Opposite drift- Drifting with the opposite angle required at that point on course
- Collision with the other driver that is considered "avoidable" or unsportsmanlike
- A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on the previous run.
- Three consecutive restarts from chicane cones or an official's call
- Performing an Illegal pass - results in an INCOMPLETE for the chase driver
- Getting legally passed- results in an INCOMPLETE for the lead driver
  - **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.

### 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
<b>Driver A</b>	Lead: Filled all zones, good angle, missed clip 2	
<b>Driver B</b>	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	

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

DRIVER NAME	RUN 1	RUN 2
<b>Driver A</b>	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
<b>Driver B</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

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

DRIVER NAME	RUN 1	RUN 2
<b>Driver A</b>	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
<b>Driver B</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

In the event of two unrelated INCOMPLETE's 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-

In the event of a INCOMPLETE from one of the drivers during a run due to a mistake from the "tandem INCOMPLETE's" 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 INCOMPLETE's 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.

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



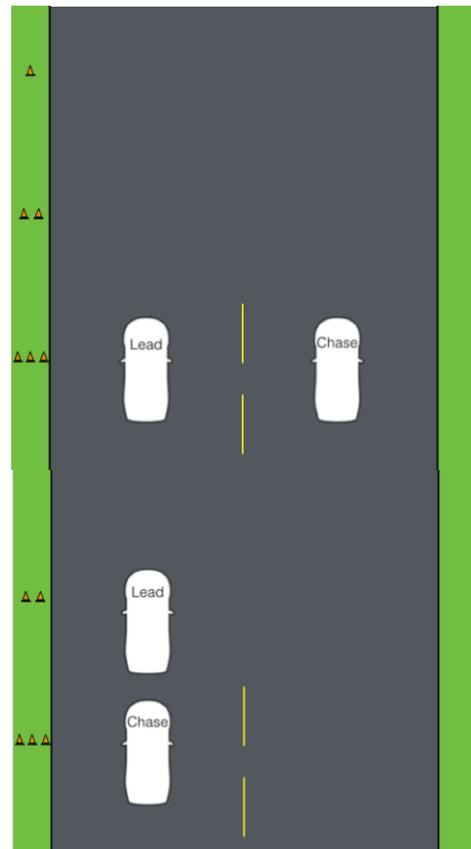
One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.

#### 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 Virtual 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 reset any damage by returning to the pits.

#### 1.17. 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 replay cameras viewed by the Live stream.

#### 1.18. PROTESTS AND APPEAL PROTESTS

Drift Masters do not accept any protests. All judges decisions are final.



## 2. CHAMPIONSHIP POINTS

### 2.1.QUALIFYING AND ATTENDANCE POINTS

PRO QUALIFYING POINTS	
1	7
2	6
3	5
4-8	4
9-16	3
17-32	2
Attendance	1

PRO COMPETITION POINTS	
1	100
2	80
3-4	64
5-8	48
9-16	32
17-32	16

\*Attendance is defined as making one qualifying pass in that event.

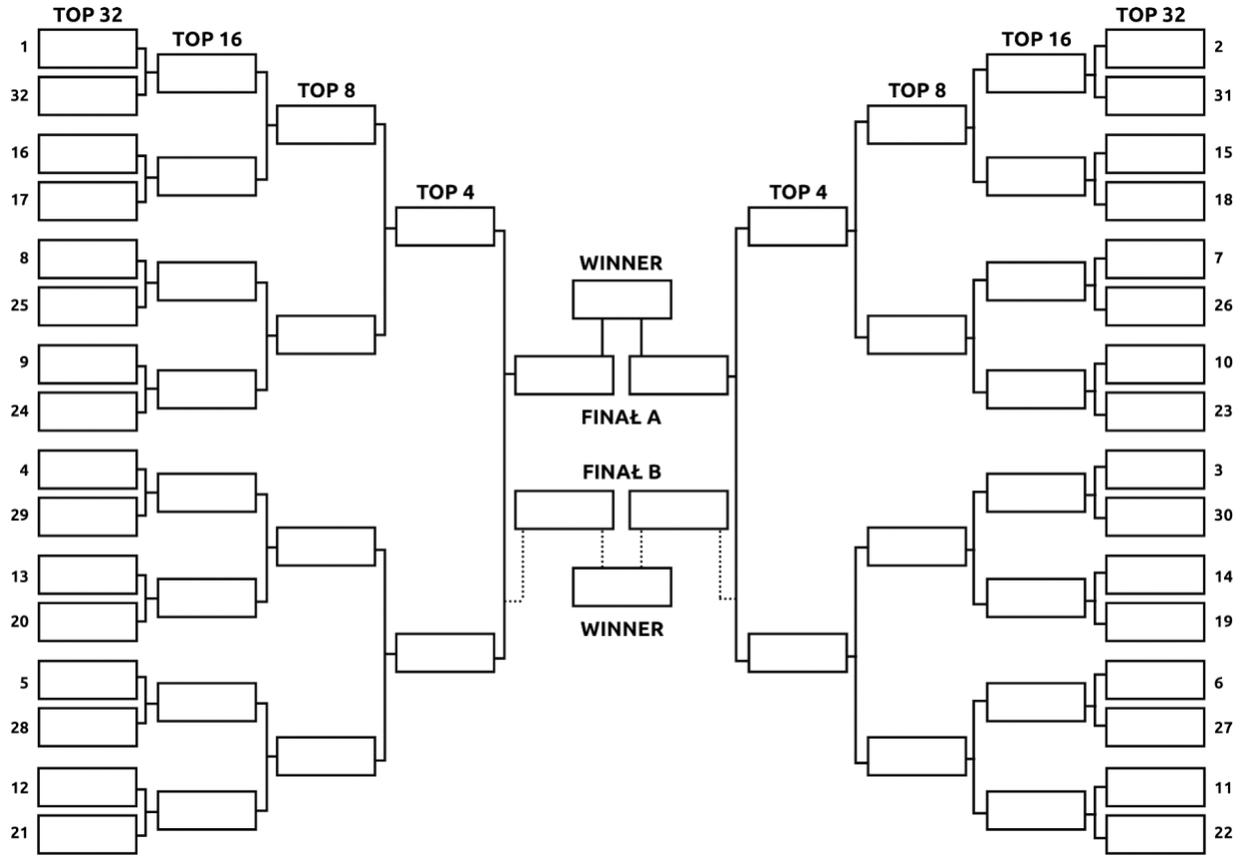
### 2.2.CHAMPIONSHIP RANKING TIE BREAKING

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 14<sup>th</sup> and Driver Z finished 13<sup>th</sup> in the most recent round. Driver Z will be ranked above Driver Y.





### 3. TECHNICAL REGULATIONS

#### 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.

The server will be called Drift Masters Virtual Championship Practice 2021, up until competition day. On the day of competition it will be Drift Masters Virtual Championship Round x.

#### 3.2 MISCELLANEOUS RULES

DMVC 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 of your pit slot or driving in the pits during competition except for your qualifying and battle runs. Failure to comply after the first warning will result in the driver being disqualified.

#### 3.3 DRIVERS BRIEFING

Drivers Meeting will take place approximately 15 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 TEAMSPEAK/DISCORD.

All drivers are required to be on our Discord server in the voice channel for the event. Mic is not required. But voice chat will be used for communication. We will not be responsible if you type something in game chat and we miss it.

#### 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.

#### 3.6 SPOTTER

Spotters will be allowed as long as it does not interfere with the competition and interfere with the competition VoIP. 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 lose your pro license and is banned from DMVC for one full season.
- If a driver returns in future seasons they will automatically be on their second strike and failure to comply will result in a permanent ban
- We reserve the right to ban any individual for conduct both during and outside of competition.

### 3.9 STREAMING

Drivers are not allowed to stream on their personal channels or social media when the official DMVC stream is ongoing. Exceptions are practice, (ie. Pre-event, during breaks etc.) and any other downtime from the official stream and during open practice. Exceptions are possible by prior arrangement with DMVC , (via email and at least one week prior to the event).

### 3.10 LIMITATIONS ON UPDATES PER SEASON

Throughout the season drivers are limited to ONE update.

### 3.11 ELIGIBILITY

For a car to be eligible, it has to be a production vehicle.

To have a DMVC-Legal Vehicle, Drivers must comply with the rules below;

- Eligible body styles include: coupé, sedan, convertible, hatchback, estate or wagon/ute and have no more than 5 doors. The car has to retain the stock unibody dimensions and any body kits must be professional in appearance.
- The 3D model must have no more than 475,000 Polygons/Triangles & Less than 300 Objects. You may encrypt your model but it MUST NOT require the use of CSP.
- The .kn5 file (3D model) must be no larger than 60mb and each of the car's skin folders must be no larger than 30mb. Also, the car's livery and windows MUST be in .dds format not .png. If they do not meet these criteria, you will be asked to make it comply or you will be unable to compete.
- No trucks or SUVs will be allowed.
- Cars have to be RWD only.



- Drivers are allowed to change the tune of the cars, but changing parts is not allowed during the event.
- Drivers can change to a different chassis mid-season providing they miss ONE round of competition in the interim. This does not reset your Limitations on Updates as outlined in 3.11
- Changing parts is allowed up to one week prior to the next round of competition

### 3.12 RESTRICTIONS

#### Weight and Tyre Classification

Weight	Tyre Width
1090-1134kg	235mm
1135-1179kg	245mm
1180-1224kg	255mm
1225-1269kg	265mm
1270-1314kg	275mm
1315-1360kg	285mm
1361-1406kg	295mm
1407-1451kg	305mm
1452-1496kg	315mm

A. Vehicles are limited to the size of the rear tire that can be used, depending on the weight of the vehicle.

B. You are required to use our competition tyres, which we will fit to your car once it has been sent in for technical inspection.

### 3.13 MODIFICATIONS

#### ENGINES

A. Engine modifications are open as long as they are not unrealistic. (e.g. 5000HP)

B. Should there be any doubt we would ask you to provide real dyno data or we will correct it to realistic levels based on what we can find on the engine setup you have.

C. No KERS systems.

#### SUSPENSION

A. All suspension modifications are open.

B. They will have to be reviewed by technical staff to make sure they are not unrealistic.



- C. Steering angle is limited to **72 degrees** of lock on the leading wheel.
- D. They should attempt to be as close to the car's real life counterpart as possible. Subframe swaps are only allowed if approved by the scrutineering team (these are Chris Wiltowski & Lukasz Kaliszewski) and must not be excessively expensive, i.e no push-rod suspension.
- E. If the suspension data is wholly unrealistic, we will replace it with suspension from our database.

#### DRIVETRAINS

- A. All Drivetrain Modifications are open.
- B. No Electronic Driver Aids, (Launch Control, KERS, ABS, Traction Control etc.)

#### 3.14 AERO AND APPEARANCE

- A. All visual appearance mods are allowed.
- B. Liveries are required, with a minimum of the DMVC signage, (name box & window banner) and a basic design I.E. no blank cars with just a name box.
- C. No GT style (or greater) Aerodynamics. I.E. BCL wings are allowed, as are front splitters, but, no diffusers.
- D. Brake strips are required (minimum of one above the front window)
- E. A Drivers vehicle must maintain a professional & non-political appearance at all times. This includes (but is not limited to), animations, liveries, car horns & car sounds.
- F. You must have a sticker in a contrast colour on each rim, it must cover a MINIMUM of 20% of the rim. It must also be fully connected and cannot be across multiple sections. Finally, it has to be a single colour and the scrutineering team has final say. See below for examples, if you have any further questions please contact us. Also, due to this. No Blurred Objects (or if there is one present it MUST be set to turn on at 1000).





G. Collider Models, they should be no more than 60 triangles total. The below illustration is to be used as a guideline, if your collider falls outside of this then we will review it on a case by case basis. Making sure that whatever you are bringing to us is realistic to both what is possible in reality and what is on your 3D model.



## DRIVETRAIN CONVERSIONS

A. Conversions are allowed, only RWD cars will be allowed into competition.



