

# Qualifying Format and Scoring Criteria

## ## 5. 4. QUALIFYING FORMAT

Drivers will complete two consecutive runs on the course in order of car number.

### DURING QUALIFYING:

8 Drivers at a time will be in queue in the lobby to do their runs.

This is to ensure server stability and reduce latency among drivers (stable ping)

Drivers may disconnect after both runs have been completed and an official score given.

NO OTHER DRIVERS WILL BE ALLOWED IN THE LOBBY.

## ## 5. 5. 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.

### ## Line, Angle and Style Scoring Details:

Line and Angle scoring will deal only with the zones, clips and touch-and-go areas and how the Line and Angle of the vehicle are performed and executed in these areas. Style will deal with scoring all the areas not contained within the zones and clips. In these areas the Style judge will be watching for Commitment and Fluidity and linking together the course with proper execution from initiation to zone to clip to zone to finish, etc. The portion of the course from the start line to initiation is also contained within Style.

Examples:

Bobbles, mistakes, wall taps, etc. that cause a reduction in Line and/or Angle that happen in a zone, touch-and-go, or at clipping points will result in a deduction of points for either Line, Angle, or both.

Style will look at how the vehicle behaves in the areas between clipping points, zones, and touch-and-go's, as well as leading up to and through initiation.

The setup for a transition, the transition itself and how settled the car is post-transition, as it heads to a scored area for line & angle is what is being looked at here for the Style judge. Is the driver

using their momentum to set up for an upcoming outside zone, or are they approaching it tentatively and then jumping on the throttle? Does the approach to an outside zone outlined by a wall look aggressive and committed? Did the driver attain a low amount of angle on transition between an inside clip and an outside zone and then have to add more angle before entering the zone? Does the driver have poor accel/decel management? These are some of the example questions the Style judge will want to answer. Scoring Reference Guide:

## Style (30 points)

Commitment - Forward motion of the vehicle

- Aggressive on throttle to initiation
- Initiation (back on throttle quickly, initiation before latest initiation point, quick rate to angle, smooth)
- Approaching walls and track edges with confidence
- Maintaining proper pace (as per the accel/decel map) Fluidity - Motion of the vehicle on its own axis

Initiation (smooth, quick rotation, no corrections).

- Rotation quickness (quick or lazy)
- Rotation smoothness (smooth or choppy)
- Rotation accuracy (was the right amount of angle achieved? Too much or too little, that required a correction either way to maintain drift and/or the desired line)
- Maintaining a smooth radius from zone to zone or approaching a clip

## Line (30 points)

Judged in outside zones and at inner clips, based on vehicle's proximity to marked areas. Where walls are present, line will be judged on the proximity of the bumper to the wall. Where no walls are present, line will be judged based on tire's proximity to the track edge and or inside clips.

## Angle (30 points)

Judged in outside zones and at inner clips. Based on the angle of the vehicle compared to the direction of travel.

## X-Factor (10 points)

Wow factor of the run.

All three judges will independently pick a wow factor score out of 10 total points.

The average out of the 3 independent scores will be calculated and represented as the final X-Factor score.

## DEDUCTION EXAMPLES

- Double initiation
- Tire off course
- Missing zones and clips

- Straightening
- Off line
- Lack of Angle

## ## 5. 6. INCOMPLETE QUALIFYING RUNS

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

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on course

## ## 5. 7. QUALIFYING TIE BREAKER

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

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

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Revision #2

Created 2025-11-06 06:47:18 UTC by Dustin

Updated 2025-12-14 06:03:17 UTC by Dustin