



ROYAL

DRIFT SERIES

JUDGING REGULATIONS

2026

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2. General Provisions

2.1. These RoyalDS Judging Regulations (hereinafter referred to as the Regulations) establish the rules, principles, and criteria for evaluating the RoyalDS runs, as well as the Judge Panel procedures.

2.2. These Regulations are an integral part of the RoyalDS Championship Regulations. In the event of any discrepancy, the Championship Regulations shall apply.

2.3. The RoyalDS Judge Panel evaluates solo runs (qualifying) and tandem runs (heats). The panel consists of one or more Drift Judges.

2.4. All competing drivers are required to read and understand these RoyalDS Judging Regulations. Ignorance of the Regulations does not exempt from liability.

3. Judge Panel

3.1. The RoyalDS Judge Panel (hereinafter referred to as the Judges) consists of Drift Judges appointed by the Organizer (see Section 1.3).

3.2. Duties of the Judges:

- A. Define a driving task for each Championship stage, taking into account the characteristics of the track or venue.
- B. Score the qualifying solo runs on a 0–100 point scale.
- C. Score tandem runs (heats) and determine the result: lead driver wins or chase driver wins.
- D. If it is not possible to determine a tandem run winner, a one more time (OMT) run is scheduled
- E. Analyze incidents, touches, and violations and impose penalties as provided for in the Regulations and within the scope of their authority (see the RoyalDS Championship Regulations)
- F. Announce the driving task at the briefing within the time frame specified in the RoyalDS Championship Regulations. Provide explanations regarding the driving task and advise the drivers during the briefing.

4. Qualifying Session Criteria

Judging results are based on the driver's performance of the driving task according to pre-approved criteria: line, angle, commitment, smoothness of rotation, and pace. (Line, Angle, Commitment, Fluidity, Pace).

3.2. The Drift Judge(s) may use any available tools, including electronic Judging systems (see Section 1.1.3), to improve the accuracy of evaluation. However, only the Drift Judge makes the final scoring for a solo or tandem run and determines the winner.

3.3. The Drift Judge is involved only in scoring; the race director is responsible for event management.

3.4. Drift Judges may use auxiliary tools to evaluate runs:

- A. Telemetry
- B. Video footage, from outside and inside the car
- C. External auxiliary electronic equipment and visual display systems.

4.1. Qualifying Solo Runs Scoring

4.1.1. Each qualifying (solo) run is evaluated based on five criteria, totaling a maximum of 100 points:

Criterion	Max Points
Line	50
Angle	20
Commitment	10
Fluidity	10
Pace	10

4.1.2. The Judges score each criterion on a scale from 0 to the maximum value for this criterion (see Section 3.1.1). The final score starts from a maximum value and is reduced.

according to penalty deductions defined in the specific driving task for each venue or track.

4.1.3. The final score for the qualifying solo run is the total of points across the five criteria (see Section 3.1.1).



4.1.4. The Judge Panel determines the qualifying position in the tandem order based on the best of two solo runs, in accordance with the RoyalDS Championship Regulations.

4.2. Line

4.2.1. The line reflects the driver's ability to accurately navigate control zones and points while staying within the boundaries defined in the driving task.

- A. Initiation Line. An initiation within a specified area, at a specific point, or in a specific direction.
- B. Clipping points and zones
- C. Touch-and-go (TG)
- D. Staying within the No Go Zone (NGZ) in the track's racing area
- E. Staying within the boundaries of the race track (main track, racing surface).

4.2.2. The Line criterion penalties are as follows (applied separately for each violation):

- A. Crossing the track boundary:
 - 1 wheel crossing: 2-point penalty
 - 2 wheels crossing: 10-point penalty
 - 3 wheels crossing: 20-point penalty
 - 4 wheels crossing: zero score (critical error).
- B. Crossing the NGZ line:
 - 1 wheel crossing: 2-point penalty
 - 2 wheels crossing: 10-point penalty
 - 3 wheels crossing: 20-point penalty
 - 4 wheels crossing: zero score (critical error).

Penalties may vary depending on the track configuration.

3.2.5. Crossing the boundary is considered to occur when the tire contact patch is completely beyond the boundary line.

3.2.6. The line Judge decides whether the boundary is crossed or not.

3.2.7. Driving with the wheels straight past the designated drift initiation point (line or zone) is a critical error resulting in a zero score.

4.3. Angle

4.3.1. The Angle criterion is evaluated for each sector specified in the driving task based on compliance with the minimum or maximum permitted angle of the car relative to the line.

4.3.2. Angle criterion components:

- A. Skid angle stability: whether or not the car's body requires angle corrections while skidding

- B. Compliance with the driving task: adherence to the minimum and maximum permissible angles specified in the driving task for a specific track section
- C. Correct angle during initiation
- D. Compliance with the driving task at the start of the switch (furikaeshi or transition) and upon its completion

4.3.3. Angle criterion penalties:

- A. Unstable skid angle. corrections to the car's angle while driving on the scored section
- B. The car's skid angle does not match the driving task. The minimum and maximum angles in the sector
- C. Slow or staggered angle adjustment during the initiation
- D. Adjustments during or after the switch (furikaeshi, transition)

4.3.4. Critical angle errors leading to a zero score for the run:

- A. Opposite drift: a drift in a direction opposite to the one specified in the driving task
- B. Spin out
- C. Sustained straight-line movement
- D. The Judges have the right to award a zero score for a brief line straightening during the switch.

4.4. Commitment

4.4.1. Commitment characterizes a driving style expressed as an integrated combination of precision and aggressiveness while strictly adhering to the prescribed line. The run must make a vivid impression, demonstrating the driver's utmost, yet controlled, commitment.

4.4.2. The Commitment criterion also includes the level of risk and overall driving style. A holistic, expressive driver's style is also considered.

4.4.3. A perfect run in terms of the Commitment criterion (10 out of 10 points):

- A. Effective acceleration at the limit of traction
- B. Early initiation as specified in the driving task
- C. Early aggressive throttle application after the drift initiation
- D. Aggressive entry into all qualifying clips (clip point, clipping zone, TG) with early throttle application
- E. All scored sections must be entered covered without "aiming" or unnecessary pauses.
- F. Driving along the line while keeping the accelerator pedal fully



depressed for as long as possible.

4.4.4. An aggressive driving style that leads to gross errors in line, angle, fluidity, or pace, is considered a flaw and results in fewer points:

- A. Jerky, non-staggered acceleration (2.5–5)
- B. Late initiation (0.5–2.5)
- C. Initiation does not comply with the driving task (0.5–2.5)
- D. Delayed or insufficient throttle application during the initiation (2.5–5)
- E. Slow entry while aiming for the OZ (0.5–2.5)
- F. Decreased pace outside the permitted zones (0.5–2.5)
- G. Deviation from the line (1 point for each clip point or TG).

4.5. Fluidity

4.5.1. The Fluidity criterion evaluates the integrity and smoothness of driving: to what extent the run looks like “a drift in one breath”, without unnecessary pauses, jerks, or “struggling with the car”.

4.5.2. The Fluidity Judge does not evaluate the angle, speed, and line on their own. A high-speed, aggressive driving style is permitted as long as the car moves smoothly and along the line.

4.5.3. The uniformity of transfers is evaluated as the quality of the car’s rotation around its axis. In an ideal run, the car quickly and smoothly reaches the skid angle without adjustments, while performing sharp (if required by the driving task) and precise transfers.

4.5.4. Pace

A. High-rated flow:

- straight, continuous run
- a consistent drift pace throughout the entire track configuration
- no unnecessary pauses in the throttle application.

Low-rated flow:

- decelerations and pauses that clearly disrupt the flow
- jerks, uneven pace
- the feeling that the race is made up of disjointed segments.

4.5.5. For the Car Control criterion, points are deducted for:

- A. The driver’s obvious “struggle with the car”
- B. Frequent staggered transitions
- C. Unstable drifting (jerks, steering inputs, sudden throttle releases)
- D. Loss of the feeling of a cohesive, integrated drive.

4.5.6. Fluidity

- A. 10 points: perfect flow. Continuous drifting, crisp and smooth transitions, steady pace, complete control of the car
- B. 8–9 points: very good run. An overall feeling of cohesion; one minor correction or a slight pace disruption is acceptable
- C. 6–7 points: average. Several jerky switches and/or small pauses, while the run is still fluid
- D. 4–5 points: poor flow. Noticeable jerky switches, significant pace disruptions, the run does not look smooth
- E. 1–3 points: numerous issues. Significant loss of integrity; multiple, serious pace disruptions; the drift looks unstable.

4.6. Pace

4.6.1. The Pace criterion is comprehensive and covers the maximum possible speed and the shortest time within individual track sectors while meeting the other criteria. The Pace is evaluated from the car's speed at specified track points within individual sectors specified in the driving task.

4.6.2. Perfect pace:

- A. Maximum acceleration to the initiation zone
- B. Speed is evaluated at several points along the acceleration line
- C. Quick entry into the scored section (the entry point is track-specific)
- D. High speed at all clipping points.

4.6.3. During the briefing, the Judges may designate zones where pace is critical and where a speed reduction will result in more severe penalties under this criterion.

4.6.4. The Pace criterion penalty points:

a speed lower than the specified speed limits at specific points and along specific segments of the scored section.

4.6.5. High pace cannot compensate for gross line and angle errors.

4.6.6. The Pace Judge may reduce the driver's score; the speed requirements may vary to match the current weather conditions.

5. Tandem Runs Criteria

5.1. General Provisions



5.1.1. A tandem run begins with the start signal for the first run and ends when the Judges announce the results.

5.1.2. In tandem runs, the lead driver must follow the line, pace, and angle specified in the driving task and strive for the maximum run score. The chase driver must follow the lead driver, closely mimicking the lead driver's actions while maintaining the minimum possible distance.

5.1.3. To evaluate the lead driver and chase driver performances, the Drift Judges issue a driving task for tandem runs, which may specify extra permissions/requirements for the lead driver and chase driver (e.g., a deceleration zone).

5.1.4. In the event of significant changes in driving conditions, the Judges may amend the driving task, provided all the drivers are notified in advance.

5.1.5. During tandem runs, each Judge votes for the tandem run winner. The Judges may use video replays or other means.

5.1.6. Each Judge's vote has equal weight. The ruling is made by a majority vote.

5.2. Scoring and Results Basics

5.2.1. When evaluating, the Judges first compare the performances of the lead driver in the first run and the lead driver in the second run, then the performances of the chase driver in the first run and the chase driver in the second run.

5.2.2. The tandem run win criteria consider the following:

- A. In tandem runs, the lead driver's and the chase driver's performances are scored by sector. Each sector may have a different "weight" depending on its difficulty and the number of driving elements to be evaluated.
- B. A significantly stronger chase performance, despite a weaker lead performance compared to the opponent, may justify awarding an OMT or declaring the chase driver the winner.
- C. For each sector, the Judges evaluate the lead driver/lead driver and chase driver/chase driver pairs in terms of "winning or losing the sector", determining the winner of the tandem run based on the combined results of all sectors.
- D. Being late for the start, receiving a DNF (mechanical failure), or being found at fault in a collision, results in an automatic loss in the tandem run, even if the opponent receives a zero score for the first run.

5.2.3. If one or both drivers receive a zero score in the tandem run, the winner

of the tandem run is determined as specified in the following table:

Tandem run		A	B	Winner
1	Run 1	0 Lead driver	Chase driver result	OMT
	Run 2	Chase driver result	0 Lead driver	
2	Run 1	0 Lead driver	0 Lead driver	OMT
	Run 2	Chase driver result	Chase driver result	
3	Run 1	0 Lead driver	0 Chase driver	A
	Run 2	Chase driver result	0 Lead driver	
4	Run 1	0 Lead driver	Chase driver result	B
	Run 2	Chase driver result	Lead driver result	
5	Run 1	Chase driver result	0 Chase driver	A
	Run 2	0 Lead driver	0 Lead driver	
6	Run 1	Chase driver result	Chase driver result	B
	Run 2	0 Lead driver	Lead driver result	
7	Run 1	Lead driver result	0 or the Chase driver result	OMT or 4.8.3.
	Run 2	0 Chase driver is at fault	Lead driver DNF	

Any situations not listed in the table above are reviewed by the Judges on an ad hoc basis.



5.3. Lead Driver Performance Evaluation

5.3.1. The lead driver's objective is to drive error-free and as close as possible to a 100-point qualifying run for the scored section, maintaining high pace and reducing speed only in deceleration zones, while not hindering the chase driver from closing the gap.

5.3.2. Any tactic intended to force the chase driver to slow down is prohibited.

5.3.3. The lead driver's performance is evaluated in terms of reproducing the qualifying run.

5.3.4. Any actions by the lead driver that are permitted but result in errors by the chase driver shall be considered lead driver errors.

5.4. Chase Driver Evaluation

5.4.1. The chase driver's objective is to initiate drift no later than the final initiation point, closely mirror the lead driver's line and maneuvers, stay as close as possible without overtaking, and maintain an equal or greater drift angle.

5.4.2. The chase driver's performance in a tandem run is evaluated for the following criteria (listed in descending order of their weight):

- A. Proximity: maintaining the shortest possible distance between the cars. (Recommended weight: 40%)
- B. Mimics: the ability to mirror all of the lead driver's maneuvers with no delay. (Recommended weight: 30%)
- C. Line: the ability to follow the lead driver's line as closely as possible. (Recommended weight: 20%)
- D. Angle: the ability to drift at an angle no smaller than that of the lead driver. (Recommended weight: 10%).

5.4.3. The weights are track-dependent. When scoring, the Drift Judges take into account the relative weight of each of the criteria above when comparing the chase driver performances.

5.4.4. The Judges primarily consider errors made by the chase driver that are caused by incorrect actions of the lead driver as lead driver errors.

5.5. Critical Errors and Zero Score

5.5.1. Zero score (critical errors):

- A. Extended straight-line driving

- B. Spin out
- C. Critical deceleration (a sudden drop in speed not specified in the driving task)
- D. All wheels leaving the track
- E. Uncontrolled finish (a spin out past the finish line / all wheels leaving the track past the finish line)
- F. Overtaking the lead driver in a tandem race.

5.5.2. If the lead driver receives a zero score, the chase driver's performance is not scored from the moment of the critical error.

5.5.3. If the chase driver receives a zero score, the lead driver continues the run and is scored for it. If, in such a case, the lead driver does not complete the run, they also receive a zero score.

5.5.4. If a driver in any role is at fault for their opponent's incomplete run, the driver at fault receives a zero score, and the opponent's run receives the maximum score.

5.5.5. The Drift Judges decide to award a zero score.

5.6. Initiation and Track Driving

5.6.1. The initiation point must be clearly marked on the track. If necessary, two lanes may be marked on the track. If no such markings are present, each driver's lane is their half of the track.

5.6.2. The chase driver and the lead driver's initiations must be completed before crossing the last initiation point. The Judges explain the rules for lane driving and initiation at the briefing. The chase driver has the right to enter the initiation after the lead driver, provided that they are close and no later than the first scored section.

5.6.3. The chase driver may perform the initiation in one of two ways:

- A. Initiation next to the lead driver while moving parallel within their lane, but without overtaking when crossing the initiation line
- B. Reach the initiation area following the lead car and staying in the same lane as the lead car.

5.6.4. On some tracks, the Judges may decide that only one initiation option is permitted. In such a case, this is explicitly communicated to the drivers at the briefing.

5.7. OMT

5.7.1. Reasons for OMT:

- A. There is a scoring disagreement (for example, some Judges favor one driver, some favor the other, and one favors an OMT)
- B. The inability to accurately compare the performance of two drivers
- C. Mutual fault in the collision, a collision that prevented the cars from continuing.

5.8. Collisions and Disputes

5.8.1. In tandem races, collisions between are prohibited. Any collision constitutes an error; the Judges determine its severity.

5.8.2. If a collision results in a zero score for one or both drivers, the Judges review the situation on an ad hoc basis and identify the driver at fault. The driver at fault receives a zero score for the run.

5.8.3. If a driver causes a collision and the other driver's car sustains such damage that it cannot continue in the race, the victim of the other driver's improper actions is pronounced the winner of the run.

5.8.4. If it is impossible to determine who is at fault, the fault may be deemed mutual.

5.8.5. If a collision occurred after crossing the finish line and resulted in the inability to continue, it may be deemed an uncontrolled finish.

5.8.6. The decision determining the party at fault is announced before the next run or before the final result is announced.

5.8.7. If, as a result of a collision, one of the cars is unable to continue, the driver not at fault is pronounced the winner.

5.8.8. In the event of damage to a car before the start, through no fault of the driver, the run may be rescheduled to the end of the event.

5.9. Chase Driver Evaluation: Special Cases

5.9.1. The Judges may assign a zero score to the chase driver if the distance between the cars exceeds two clips / scored sections.

5.9.2. The chase driver is permitted to enter the No Go Zone, but is prohibited from crossing the line between the No Go Zone and the boundary of the scored section.

5.9.3. Provided the chase driver is driving close to and along the lead driver's line, the chase driver's exit beyond the boundaries of the scored section is a minor, not a major, error (one wheel crossing the boundary of the scored

section is not a fault; all four wheels crossing the track boundary does not result in the chase driver's run being zero scored).

6. Judge Voting Procedure for Tandem Runs

6.1. Possible Results

6.1.1. Following each tandem race (consisting of "lead driver/chase driver + role switch" and, if additional runs, if any), each Judge is required to cast one of three votes:

- A. For the first driver win
- B. For the second driver win
- C. For an OMT.

6.1.2. There is no "draw" option for the final result. The OMT option means additional runs to reach a final result.

6.2. Voting and Announcement of Results

6.2.1. Once the second run of the drivers is completed (and, if necessary, after reviewing the video replay), each Judge makes a decision.

6.2.2. The decisions are recorded and simultaneously passed to the secretary and race director.

6.2.3. Once the votes are recorded, the Chief Judge passes the result to the Secretariat and to the start team. Then the result is announced to the drivers and spectators.

6.3. Appeals

6.3.1. The drivers may appeal the Judge Panel regarding the results of the races and the scoring procedure exclusively during the specified appeal period.

6.3.2. The drivers may not address the Judges during the race or when the Judge panel is in session. This may result in disciplinary action.

5.3.2. Any pressure, threats, insults, or attempts to influence the Judges are prohibited and will result in disciplinary action in accordance with the Championship Regulations.

7. Wally Drift Telemetry System

7.1. General Provisions

7.1.1. The RoyalDS Organizer may use the Wally Drift Telemetry System

(hereinafter referred to as “Wally”) from Race Data Labs as an auxiliary tool for the Judge Panel.

7.1.2. Wally is a telemetry and 3D visualization system that, when properly installed, calibrated, and operating normally, tracks car movement with high precision, generates a 3D replay of each run, and provides the Judges with measurable line, angle, speed, acceleration/deceleration metrics, and the distance between objects.

7.1.3. At RoyalDS events, Wally is used exclusively as an auxiliary analysis tool. Wally does not determine the winners and does not replace the Judges. Only the Judges make the final decision regarding any run, incident, collision, OMT, or final race results.

7.1.4. Wally can be used to:

- A. Confirm/improve the Judges’ visual assessment
- B. Analyze disputed incidents in-depth
- C. Analyze the line, angle, speed, and proximity in tandem runs
- D. Check the car line for compliance with the official track configuration, zones, clipping points, touch-and-go, and other elements communicated in the briefing and shown in the track map.

7.2. Wally: Monitored Parameters and Functions

7.2.1. The Wally system uses sensors and numerical analysis to combine the car positioning and pace into a car motion model.

7.2.2. The minimum dataset that may be available to the Judges during solo runs:

- A. Actual line of the car on the official track map
- B. zone fill and/or overshoot
- C. Distance to physical objects along the track, including walls, barriers, and other markers
- D. Speed, also by sector and by designated zones
- E. Acceleration and deceleration
- F. Drift angle, average angle, and angle rate.

7.2.3. The minimum dataset that may be available to the Judges during tandem runs:

- A. For the lead car: all sole run data (where available, zone fill/overshoot, average angle, speed, acceleration/deceleration)
- B. For the chase car: the Mimic metric showing how accurately the chase car mimics the position, line, and angle of the lead car
- C. The Proximity metric: a distance between the lead and chase cars
- D. The Average Proximity metric: the overall average proximity throughout

the scored section of the run

- E. If the appropriate configuration is available, the distance to other objects along the track, including walls, barriers, and other physical markers.

7.2.4. For tandem run scoring, the Proximity and Average Proximity metrics are generated only for the scored section of the run, that is, between the official start and finish scoring points, and not before or after them.

7.2.5. The Proximity metric is estimated from the relative position of two simplified simulated car models and the instant shortest distance between them.

7.2.6. The Wally system provides:

- A. A 3D replay of each run, viewable from various angles
- B. Frame-by-frame view, measurements of the car's position
- C. Display of key telemetry channels as trends, including, where available, speed, angle, acceleration/deceleration, Mimic, and Proximity metrics
- D. Additional post-run analysis.

7.3. Compliance with the RoyalDS Judging Criteria

7.3.1. Line (50 points).

Using the telemetry line and 3D model, the Judges more accurately assess how deep the car enters the Outside Zone, the precision of reaching the clipping points, touch-and-go, and other line elements.

- Wally can be used to confirm or refute NGZ incursions, crossing track boundaries, zone fill, and/or overshoot, or any other deviation from the prescribed line, including in smoke, limited visibility, or inconvenient video replay angles.

7.3.2. Angle (20 points).

The system can measure the drift angle, average angle, and angle rate to help the Judges assess the stability, aggressiveness, and continuity of the drift angle over the entire run or individual sectors.

- This is particularly useful when comparing runs that look similar.

7.3.3. Pace (10 points).

Wally can display actual speed, acceleration, and deceleration curves along the track and by sector. With this, the Judges can assess exactly where an unjustified reduction in pace, excessive deceleration, or other deviation from the required pace occurred.

- If an official pace map, deceleration map, Accel/Decel Map, Momentum Map, or other similar graphical representation is available for the Championship's stage, the zones defined on the map can be displayed in the 3D visualization model, and the Wally data can be used as an auxiliary tool to visually compare such maps with the actual driver's performance.

7.3.4. Fluidity (10 points).

The angle, speed, and their rate curves show the quality of transitions, pauses (if any), jerks, sharp adjustments, staggered changes in angle, and other signs of disrupted smoothness of the run.

When the flow scoring is disputed, Wally data can confirm or refute the presence of flow interruptions.

7.3.5. Commitment (10 points).

Wally can help the Judges assess the speed of entry into the initiation zone, how fast the final drift angle is reached, how well the car's momentum is preserved, and the car's pace after initiation.

Such data helps distinguish between a bold, definite run and a similar but more cautious run.

However, telemetry alone does not replace a visual assessment of risk level, confidence, proximity to the track edges, and the overall impression of the run.

7.4. Wally for Tandem Runs

7.4.1. Wally is particularly useful for analyzing tandem runs as the system reports:

- Proximity between cars throughout the scored section
- Average proximity over two runs
- The extent to which the chase car mimics the lead driver's line, angle, and transitions
- The lead car's adherence to the expected line and pace
- Locations, moments, and relative motions of collisions and touches
- The distances between cars and walls or other track obstacles, if available in the system configuration.

7.4.2. In particular, Wally data can be used as an auxiliary tool when determining:

- Whether the lead drive was chaseable or unchaseable
- Whether the lead car reduced the pace unexpectedly or with no reason
- Whether the chase driver maintained sufficient proximity for an appropriate duration
- Whether the chase driver followed the lead driver's line and

angle, or cut the lead driver's line short

E. Which driver was mostly at fault in the case of a collision

7.4.3. When analyzing collisions and other incidents, the Judges may consider the following:

A. Wally measurements

B. Visually noticeable changes in the pace, flow, and driving behavior as observed by the Judges during the run and in video replays.

The assessment of fault and consequences of the incident is based on all of this information.

7.4.4. If an official pace map is available, the lead car's deviation from such a map may be taken into account by the Judges when determining the cause of the incident.

7.4.5. Wally data in tandem heats does not replace the Judges' assessment of driving style, overall impression, and observability of the run in the context of the competition, but supplements it with objective, measurable metrics.

7.5. Wally Data Status and Access

7.5.1. Wally's telemetry data are auxiliary. It may be used by the Judges to confirm, clarify, or recheck their conclusions drawn from visual observation.

7.5.2. Until the official results are approved, the Judges reserve the right, if necessary, to adjust the preliminary run result based on Wally data. Once the official results are approved, a review is possible only under the procedure expressly provided for in these Regulations, the Appeal Regulations, and/or decisions of the officials.

7.5.3. The following persons have full access to Wally data during the competition: Judges, Race Director, Wally Operator, Sport Commissioner (if any), as well as other officials and system operators authorized by the Organizer.

7.5.4. The Organizer decides on the format, scope, and timing of the Wally data disclosure to the drivers, teams, mass media, and spectators. Such disclosure may include 3D replays, selected telemetry data, and images. The data is for information only, unless otherwise expressly provided by the Regulations.

7.5.5. Unless otherwise expressly provided for in the Regulations, the drivers may not demand a mandatory disclosure of the full raw telemetry dataset during the competition.

7.5.6. In the event of a complete or partial technical failure of the Wally system, the competition will continue using the conventional visual scoring, video

replays, and other available aids. Missing or incomplete Wally data does not in itself constitute grounds for stopping the competition, re-runs, canceling the run, or invalidating the results.

7.5.7. The Organizer and officials are not liable for any missing or incomplete Wally telemetry data, or delays in data display, provided that such circumstances do not affect the safety of the competition and do not violate any sporting procedures.

Appendix A.

Wally Channels and Judging Criteria

This Appendix explains the main telemetry channels and analytical parameters of the Wally system, which can be used by the Judges as an auxiliary tool when scoring solo and tandem runs.

Wally data is used exclusively as an auxiliary tool and does not replace the Judges' final scoring. The same channel or parameter can be an auxiliary tool for multiple scoring criteria but does not in itself determine the result of a race, hit, or incident.

Wally Channel / Parameter	What it reports	What criterion it helps to score
GPS line (3D line)	Actual car line	Line
Position relative to clipping points / OZ / TG / NGZ	Zone entry depth, zone fill, and/or overshoot	Line
Drift angle	Angle at each point along the track	Angle
Angle rate	Angle rate, type of initiation and transition	Angle, Fluidity
Speed by sectors	Car pace in key zones and sectors	Pace, Commitment
Speed vs. time curve	Changes in pace, acceleration/deceleration, possible pauses	Pace, Fluidity
Longitudinal and lateral g forces	Rate of acceleration, deceleration, and lateral g-forces	Commitment, Pace, Fluidity (partially)

Proximity	Proximity between cars in tandem runs within the scored section	Tandem scoring, chase driver performance evaluation
Average Proximity	Overall proximity throughout the scored section of the tandem run	Tandem scoring, comparing two runs
Mimic	How accurately the chase driver mirrors the lead driver's line, angle, and transitions	Line in battles, the chase driver's performance evaluation
Point of touch, relative car movements	Location, timing, and nature of the touch, as well as the relative positions and movements of the cars	Touch analysis, identification of the party at fault

Notes

A.1. The list of channels and parameters actually available at a given Championship stage depends on the configuration of the specific Wally system, its setup, and the condition of the equipment.

A.2. A missing channel or incomplete data does not prevent the competition from taking place and does not deprive the Judges of the right to make a decision based on visual observation, video replays, and other permissible monitoring tools.

A.3. The use of Wally data to evaluate driving style, Fluidity, Commitment, Proximity, Touch, and other aspects of the run is always supplemented by the Judges' visual assessment in the context of the specific run.

A.4. The terms OZ, TG, NGZ, Proximity, Average Proximity, and Mimic have the meanings defined in these Regulations, the track map, official briefing, and official content of the Championship stage.

A.5. In the event of a discrepancy between the telemetry interpretation and the Judges' visual assessment, the final decision rests with the Judge Panel as specified in these Regulations.