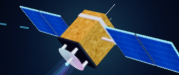
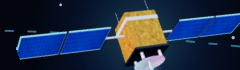
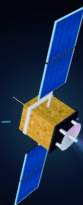
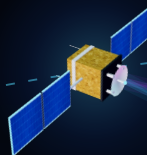
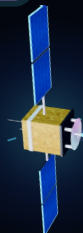
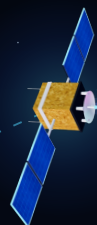
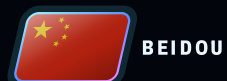


DRIFT/RS AI JUDGING



GNSS ANTENNA 2
MIDDLE OF THE ROOF

BOX V2
GNSS ANTENNA 1

SELF-LEARNING AI JUDGING FOR DRIFT COMPETITION

IT SEES EVERYTHING.

Every car measured to the centimetre, twenty times a second. Every run scored, explained and replayed in 3D, seconds after the finish.

1cm

position accuracy

20×

a second, every car

4

tyres watched at the track
limit

100

points, every one
measured

VALIDATED ON TRACK AT THE DRIFT KINGS 2026 FINAL · SERRES RACING CIRCUIT, GREECE

DRIFT.RS

THE IDEA

At 130 km/h, sideways, door to door, nobody can see it all. **Until now.**

A drift run is over in less than a minute. In that time the judges follow the line, the angle, the speed, four tyres on the track limit and, in a battle, the gap between two cars.

DRIFT/RS AI Judging measures all of it, for every car, for the whole run. It scores the run, flags mistakes the moment they happen, shows where every point came from and plays it back in 3D. The judges keep the last word. Now they have the facts in front of them.



20x

Every car is measured twenty times a second, from the start line to the finish.

1cm

Position accuracy, from the satellite technology land surveyors rely on.

0

Sensors wired into the car. Two antennas and one small box do everything.

LIVE

Flags on screen as they happen. Score and 3D replay seconds after the run.

ORGANIZERS

Fewer arguments. Every call has its evidence.

The same judging. Every run, every round, all season.

Your rules. Your points, your briefing, your last word.

DRIVERS AND TEAMS

Judged on what you did. Measured to the centimetre.

No mystery. A report shows where every point went.

Practice that teaches. Every lap recorded and scored.

FANS

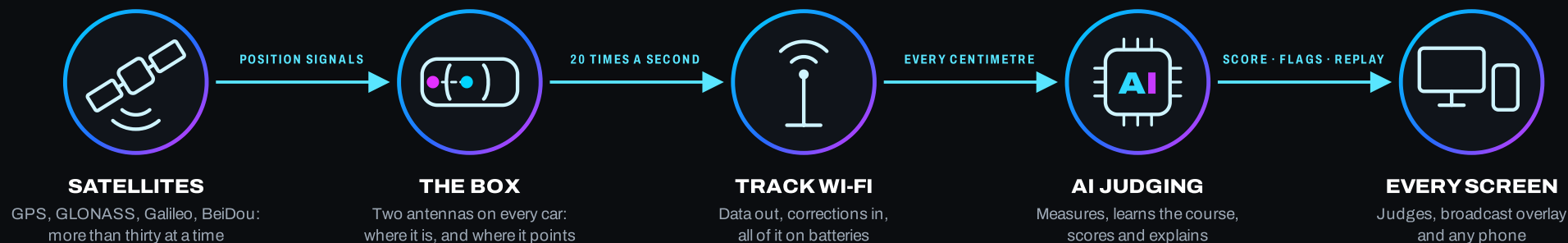
Understand the score. Every score is explained.

See what the judges see. 3D replays on your phone.

Miss nothing. Mistakes are flagged live on screen.

From the roof of the car to the screen. In four steps.

A small box in each car, a base station beside the track and a laptop at race control. Nothing is wired into the car, and everything runs on batteries.



01 / MEASURE

Centimetre-accurate, twenty times a second.

Two antennas and a satellite receiver on every car give its position and the direction it points. From that come speed, the true drift angle, the throttle, and all four tyres against the mapped track limit.

02 / LEARN

Teaches itself every course.

Targets, ideal line and braking map are learned from the laps it has analysed, practice laps included, with nobody at the console. No hand-tuning between events.

03 / ANALYSE

Any case, at any moment.

Understeer, wheels off, a spin, a late initiation, contact and who caused it, a lead breaking pace, a pass. Detected automatically, flagged live, scored the same way every time.

04 / EXPLAIN

A judge that shows its work.

No guessing. Every point traces back to a measurement, and every lap comes with its own report: zones, angle, corrections, speed, and the reason behind every point.

Rules give it the framework. Every lap makes it sharper.

It doesn't wait to be taught. Every run it measures becomes experience, and the more it sees, the better it judges.

Rule intelligence

Built on how drifting is really judged: zones, clipping points, angle, fluidity, commitment and every major mistake.

Learns every layout

Each course teaches it its own targets: what a strong angle, a quick rotation, a fast entry and a close chase look like there.

Draws its own ideal line

From the cleanest runs on that exact course, refined with every new one.

Remembers the pace

It learns where the field brakes, so a lead that checks up somewhere unusual stands out at once.

Never starts from zero

Bring a venue back and everything it learnt there returns with it. One venue never colours how another is judged.

“I turn telemetry into a **Line, Angle and Impact score**. I've read the rulebooks of the series that matter, I learn **every layout** from the laps driven on it, I draw my own **ideal line** from the cleanest runs, and I **show my work**: every point traces to a measurement.”

DRIFT/RS AI JUDGING, IN ITS OWN WORDS

565

laps analysed

10

course layouts
learned

324

clean laps in its
ideal lines

216

chase laps
studied

Counted from the system's own memory in October 2026, test sessions included. The numbers grow at every event.

What it has studied

Drift Kings 2026 rules

Drift Kings drivers' briefing

Formula Drift 2026 judging regulations

FIA drifting guidelines

Drift Masters briefings

Validated on track at the Drift Kings 2026 Final

Set up and run at Serres Racing Circuit during the final round. The goal: a highly trained, perfectly consistent judging tool, and the only judge at the track that remembers every lap it has ever seen.

All 100 points. Every one of them measured.

Line, Angle and Impact, split the way drift rulebooks split them. It can score the whole run, or sit beside your judges as an advisor while the final call stays theirs.

LINE

40

Zones and clipping points

How deep the car goes into each zone and for how much of it. At a clipping point, the bumper it asks for, nose or tail.

Connection

How closely the car follows the ideal line this layout has learnt, and every correction on the way.

ANGLE

30

Average angle

The angle held from the attack line to the finish, against what this layout has learnt to expect.

Peak angle

The most angle reached in the run.

Corrections

Every wobble of the angle is counted, and a deep one costs more.

IMPACT

30

Fluidity

How quickly the car swings to its angle, and whether each rotation comes in one clean move.

Commitment

Entry speed, throttle into the initiation, momentum and speed through the run. A bonus for initiating early.

Impact is not a feeling here

The most subjective part of a drift score is read from the same centimetre positions as everything else, and every part of it comes with its reason in words.

The event's own points

Line out of 40, 50 or 60. Angle out of 30 or 20. Impact takes the rest of 100. Your judges choose the weighting, and every part keeps its share.

Tandem battles

Each lead and each chase gets a quality from -5 to +5. The chase is judged on closeness, consistency and how well it mimics the lead. The result: a suggested winner, or One More Time.

“Why did I get 77?” Here is the answer.

Every driver asks. Now every lap comes with its own report, and every point in it traces back to a measurement.

1 Every point, explained

The moment a run ends, its result opens over the replay: Line, Angle and Impact, then every zone with its depth and coverage, the distance to the ideal line, angle held, corrections, and each part of Impact with its reason.

2 A report for every lap

One button next to every replay. The verdict, each zone, the angle against the layout's targets, the briefing rules in force, and what happened when, timed from the start line. For a battle, the gap, the mimic and the comparison too.

3 The judges keep the last word

Count this run, or zero it: one press overrides any automatic call. Lower or higher on any score, with the reason, tunes what the layout expects from the next lap.

77.0

points of 100 for this lap, every one of them explained

124

km/h at the attack line

100

km/h on average through the run

5/6

zones and clipping points reached

DRIFT/RS AI JUDGING

Why these points

Replay

Race control

Test laps - BOX1 - Lap 2

Sat, Oct 3, 01:45 PM - Serres2026 - points: Line /40, Angle /30

Replay

#BOX1 PRACTICE

Line 29.0 / 40

Angle 20.6 / 30

Impact 27.4 / 30

Total 77.0 / 100

attack line at 124 km/h - average 100 km/h - 5 of 6 zones/clips reached

LINE - 29.0 / 40

Zone 1 Outer zone	rear depth 100%, in zone 90% of the way, past its far side 90% of the way	4.8 / 5.0
Zone 2 Outer zone	rear depth 100%, in zone 75% of the way, past its far side 50% of the way	4.4 / 5.0
Zone 3 Outer zone	rear depth 100%, in zone 83% of the way, past its far side 17% of the way	4.6 / 5.0
Zone 4 Outer zone	rear depth 100%, in zone 89% of the way	4.7 / 5.0
Front clip 1 Clipping point	front bumper closest 0.8 m	4.8 / 5.0
Zone 5 Outer zone	rear depth 100%, in zone 80% of the way, past its far side 80% of the way, rear tyre off the track 100% of the way (No-Go)	0.0 / 5.0
Connection to the ideal line	off the line this layout has learnt by 1.92 m on average	7.7 / 10
One tyre off	a whole tyre past the track limit once: a lesser mistake, a Line deduction	-2.0

ANGLE - 20.6 / 30

Average angle	32° held on average - full points at 42°, the layout's learnt target	7.4 / 12
Peak angle	53° at its highest - full points at 58°	6.7 / 8
Corrections	1 counted: 22° dip for 1.8 s at 21.7 s (-3.5). A correction is the angle dropping more than 5° and coming back while the car keeps drifting the same way: up to 10° costs 2, more than 10° costs 3.5	6.5 / 10

IMPACT - 27.4 / 30

Rotation speed	How long the car takes to swing to its angle, each time it does. Initiation: 0.50 s. Changes of direction: 0.55 s, 0.45 s, 0.55 s, 0.65 s. Full points at 0.50 s or less - the quick ones on this layout - and none from 1.10 s; the initiation counts double.	7.4 / 8
Smooth rotations	every rotation in one smooth move	7.0 / 7
Entry speed	124 km/h at the attack line (no reference for this layout yet)	3.0 / 4
Throttle into initiation	on throttle into initiation	3.0 / 3
Momentum	kept its speed outside the decel zones	4.0 / 4
Speed through the run	100 km/h on average from the attack line to the finish (no reference for this layout yet)	3.0 / 4
Initiation point	initiated 5 m before the attack line	+0

WHAT HAPPENED WHEN (FROM THE START LINE)

21.7 s Correction - the angle dipped 22° and came back (1.8 s in the dip)

34.1 s 1 tyre off - a whole tyre past the track limit (-2 Line)

Compared against what this layout had taught the scoring when the run was saved: peak 58°, average 42°, 0.55 s to change direction, 0.50 s to rotate, chase gap 1.5-6.0 m.

“Why these points”: the report of a real lap. Serres Racing Circuit, 3 October 2026, 13:45.

It sees what a judge can miss. And flags it live.

Detected automatically, shown on the broadcast the moment it happens, and folded into the score.



UNDERSTEER

Understeer

The car runs straight for longer than a transition takes on this course. Flagged live and deducted; held too long, it loses the run. Decel zones included: they let a car lose speed, never its angle.



1 WHEEL OFF

One wheel off

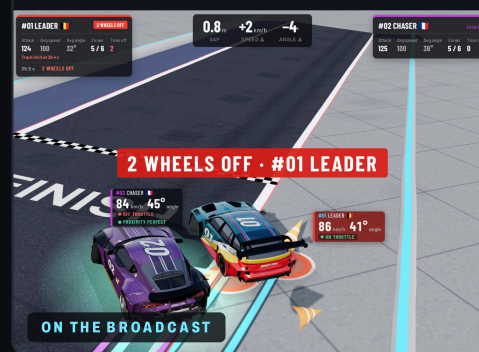
All four tyres are checked against the mapped track limit twenty times a second. It knows exactly which one went off, marks it on screen and takes the deduction.



2 WHEELS OFF

Two wheels off

Two or more wheels off the track at once is a major mistake. The run scores zero, exactly as the rulebook lists it. A tyre is off only when the whole of it is past the limit.



INCOMPLETE

Incomplete runs, called on the spot

A car that isn't drifting at the attack line. A spin. A car that stops. Each one is named on screen the moment it happens, and the judges can still count the run.



In a battle, it watches both cars. Every centimetre.

The gap is measured body to body. So it knows when two cars touch, and when they only looked like it.



CONTACT

Contact, and who caused it

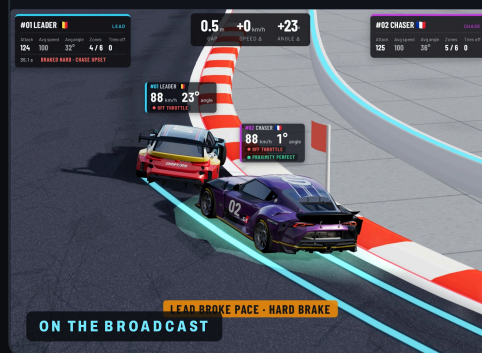
The gap closes to nothing with a sudden drop in speed. It even tells which car caused it: a chase that closed in too fast, or a lead that braked hard.



LEAD BROKE PACE

A lead that checks up

The lead slows where the layout doesn't ask for it, and the chase has to straighten. The gap that opens is not held against the chase. Slowing for a corner is not braking, and it knows the difference.



POSSIBLE PASS

Overtake detection

Side by side, and the chase's nose gets ahead. Measured along the track, so isn't mistaken for a pass.



EARLY THROTTLE

The chase that gets back on it first

After a transition, the chase is back on the throttle while the lead is still off it: the mark of an aggressive chase, read from both cars' speed.



Every run again in 3D. With what no camera shows.

Seconds after a run it plays back in 3D on the broadcast, at race control and on any phone, with each car's speed and angle floating above it.



TYRE MARKS

The line, drawn on the track

Both rear tyres leave a mark wherever the car slides, in the car's own colour: cyan for the lead, magenta for the chase. You see where the chase followed the lead's line, and where it cut inside.



PROXIMITY HALO

A halo under the chase

A light on the road under the chase car shows how close it is to the lead, body to body: green, orange or red. The distances are set for each event.



THROTTLE

On, holding or off the throttle

No sensor on the pedal. It is read from the car's own speed, moment by moment, and shown on the tag above each car in green, orange or red.

DIRECTOR

Cut like a TV programme

An automatic camera follows the run like a broadcast director. Eight views in all, or fly it yourself.

MISTAKES

Nothing is forgotten

Every mistake of a run stays listed under the driver's card, with its time, for the whole replay.

BANKING

Banked corners

The road's height is measured from the laps themselves, so a banked corner tilts as it does on the track.

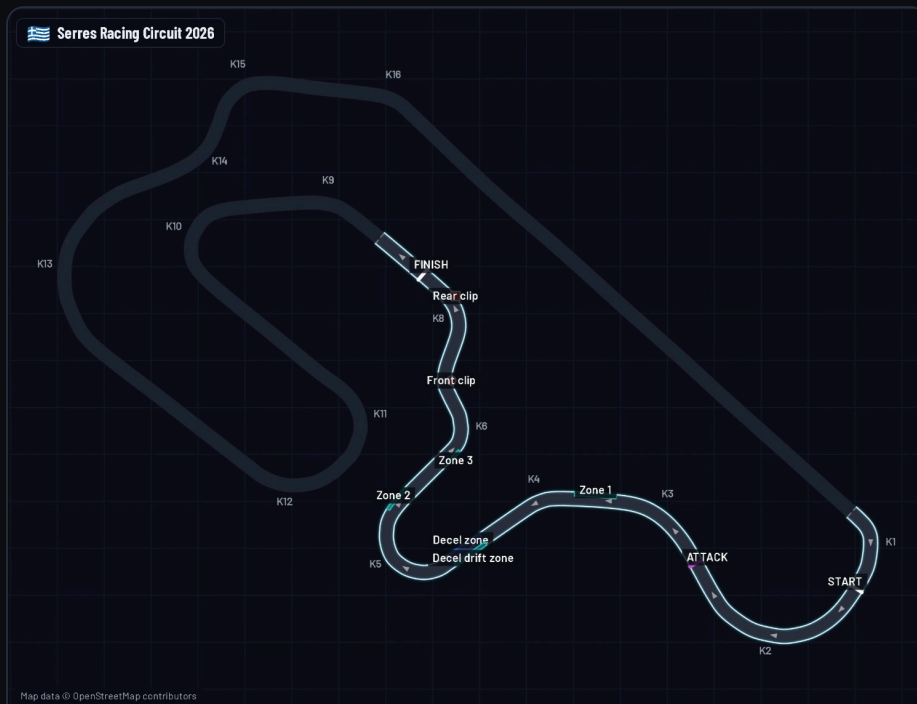
VIDEO

Any replay as a video

One button saves a replay as a 1080p video with the logo in the corner, ready to post.

Set it up for the day. Then it runs itself.

Map the layout, give it the judges' briefing, put a box in each car. From then on laps are found, scored and published without anyone at the console.



MAPPED IN MINUTES

Any layout, walked once

Walk the course with one of the boxes and a phone, or start from a known circuit and set the lines, zones and clipping points on its real map. Save it, and it comes back with everything it has learnt.

RACE BRIEFING

The judges' briefing, applied

Every event has its own amendments. Each becomes a rule the scoring measures, in the judges' own words, for that event only.

RACE LEARNING

Learns while nobody watches

Switch it on before practice: every lap is detected, scored and remembered. By qualifying, the layout has its targets and its ideal line.

NO ARMING

Laps that find themselves

A lap is recognised from the start line to the finish, a battle from two cars starting together. Afterwards it only asks who it was.

THE BOX

Nothing gets lost

Each box remembers its last five minutes and sends again whatever was missed, even where the start line is out of Wi-Fi range.

EVERY CAR

Measured to its own size

Length, width, tyres and antenna position are kept for each race number, so the track limit is judged at that car's own tyres.

ANYWHERE

Batteries and Wi-Fi

Base station, access points, boxes and laptop all run on batteries. The internet is only needed to publish the results.

Judged and online in seconds.

Scores, battle results and a 3D replay of every run go online as each run finishes. One platform, from judging to the final broadcast.

- ✓ **3D replay on any phone.** Both cars, live angle, speed, throttle and gap.
- ✓ **OPTIONAL Qualifying as it happens.** Standings move seconds after each run, in every class.
- ✓ **OPTIONAL The TOP32 ladder.** Winners advance on screen the moment the call is made.
- ✓ **OPTIONAL One browser source for OBS.** The overlay follows the race by itself. Nobody switches graphics mid battle.

Each event day stays online until midnight. Then the page is cleared for the next round.

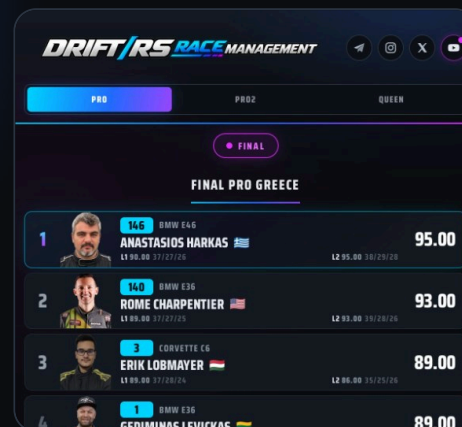


The 3D replay, on a phone.

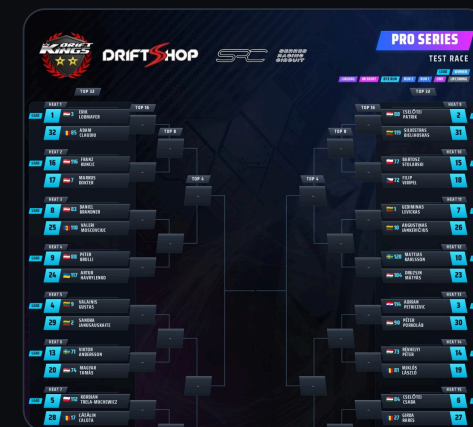
Optional:



The broadcast overlay: a transparent layer over your camera feed.



Live qualification standings.



The live TOP32 bracket.

34

RTK

215.2°

0.39 m

38.9

29.4

555

2187
8667
801A467
MONITOR

MEASURED.
NOT GUESSED.

The same eyes on every car, every run, every round. It never blinks, never gets tired, and never forgets a lap it has seen.

Everything it does, on one page.

01

Judging

- Line, Angle and Impact for every qualifying lap
- Zones, inner and outer, and clipping points by front or rear bumper
- An ideal line learnt for each layout
- Your points: Line 40, 50 or 60, Angle 30 or 20
- Tandem battles: lead and chase quality, -5 to +5
- Chase judged on closeness, consistency and mimic
- A suggested winner, or One More Time
- Qualifying ranked with the rulebook's tie-break
- Judges' override on every automatic call
- Judges' feedback tunes each layout
- A "Why these points" report for every run

02

Detection

- Understeer, timed to the tenth of a second
- One wheel off, two wheels off, tyre by tyre
- Spin, stop and late initiation
- Slowing for a corner told apart from braking
- Contact, and which car caused it
- A lead that breaks pace or brake-checks
- A chase protected when the lead slows
- Possible pass, measured along the track
- Early throttle of the chase
- No-hit and chicane cones touched
- A briefing rule broken

03

Replay and broadcast

- 3D replay seconds after every run
- Eight cameras and an automatic director
- Speed, angle and throttle above each car
- Tyre marks in each car's colour
- Proximity halo under the chase
- Mistakes listed under each driver's card
- Banked corners from measured road heights
- Any replay saved as a 1080p video
- Transparent overlay for OBS
- Public results and replays on any phone
- Live qualification and TOP32 bracket (optional)

04

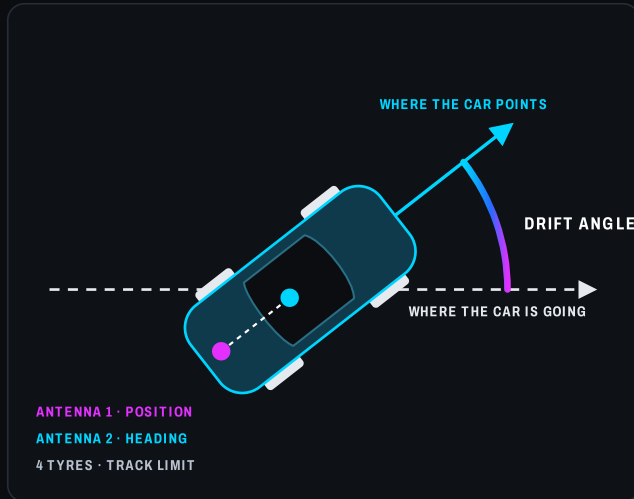
Running the event

- Course mapped on foot with a box and a phone
- Known circuits to start from a real map
- Saved layouts that keep their memory
- Race Briefing: the event's rules, measured
- Race Learning from every practice lap
- Laps and battles found without arming
- Drivers read from your entry sheet
- Every car measured to its own size
- Link test and signal level for every box
- Live map of the satellites in use
- Full export of each event day

One system. One set of measurements.

Judges, race control, drivers, spectators and the livestream all work from the same data, from the first practice lap to the final battle.

The numbers behind the score.



Two antennas give the direction the car points, even when it is sliding. Satellites give the direction it travels. The difference between the two is the drift angle, measured twenty times a second.

HOW METRES BECOME CENTIMETRES

A base station beside the track knows exactly where it stands. It tells every car, all the time, how far off the raw satellite position is. Surveyors have built roads and bridges this way for years.

MEASUREMENT

Positioning	Multi-band satellite positioning with real-time corrections (RTK)
Constellations	GPS, GLONASS, Galileo, BeiDou; 30+ satellites in use
Accuracy	Centimetre level, typical, with corrections fixed
Heading	True heading from two antennas, independent of travel
Rate	20 measurements a second, every car
Derived	Speed, drift angle, throttle state, four tyre positions, body-to-body gap
Quality	Positioning quality of every run shown to the judges

ON THE CAR

Hardware	One box, two antennas: boot and roof
Wiring	None into the car's electronics
Memory	Last 5 minutes kept on board, re-sent if missed
Antenna check	Spacing read to the millimetre
Standard kit	6 boxes, rotated through the field

AT THE TRACK

Link	Outdoor Wi-Fi mesh; data and corrections on one network
Range	600 m reached from a single access point at Serres; multi access point available with coverage 1.2 km from start to finish
Power	Base, access points, boxes and laptop on batteries
Internet	Only to publish results
Course	Mapped on foot, or from a known circuit's map; banking measured from the laps

OUTPUT

Live	Flags and overlay about half a second behind the car
Results	Online within seconds of the run being saved
Replay	Real-time 3D in any browser, 8 cameras
Video	1080p export
Broadcast	Transparent browser source for OBS
Scoring	Line 40 / 50 / 60, Angle 30 / 20, Impact the rest of 100

Typical values, measured in testing at Serres Racing Circuit in 2026. Satellite positioning depends on a clear view of the sky and on the radio link; figures are not guaranteed specifications.

Rent it for one event. Or for the whole season.

We bring the kit, map your course and set up your rules. Your judges keep the last word, and your crowd sees every score explained.

PER EVENT

One round, fully served

Everything for a race weekend, from set-up day to the final battle.

- ✓ The complete kit: boxes for the cars, base station, track Wi-Fi and race control
- ✓ Your course mapped, your points and your briefing set up
- ✓ Our engineer team is on-site
- ✓ Live results, 3D replays and the broadcast overlay

PER SEASON

Every round of your series

One agreement for the year, and a judge that knows your tracks.

- ✓ Everything in the per-event rental, at every round
- ✓ Each layout's memory kept from round to round, and from year to year
- ✓ The same judging at every venue, all season
- ✓ Priority on your dates
- ✓ All your cars 3D rendered for the season
(all cars must be 3D scanned several weeks before Round 1)

WHAT WE NEED FROM YOU

Four things

- ✓ The closed track for two hours, to map the course
- ✓ Your entry list, your rules and your drivers' briefing
- ✓ A table and power next to the judges
- ✓ An internet connection for the live results

Tell us the series, the classes and the dates.

We will set the event up with you. Drift.RS runs every round of the Drift Kings International Series.

WRITE TO US

info@drift.rs

SEE IT JUDGE

drift.rs/live

DRIFT/RS AI JUDGING



LEARNING FROM EVERY RUN. JUDGING EVERY RUN BETTER.

info@drift.rs

drift.rs

drift.rs/live

[Instagram @driftrs_aijudging](https://www.instagram.com/driftrs_aijudging)

Drift.RS is built by people with more than twenty years in drifting, the organizers of the Drift Kings International Series. We made the system we needed ourselves.