

FORMULA **DRIFFT**[®]



JUDGING REGULATIONS
2023 VERSION 1.0

Introduction

Entering its twentieth season, Formula DRIFT is recognized as the global leader in professional drifting. As the first drifting championship series in North America, Formula DRIFT has taken this competitive motorsport to the extreme; attracting fans and car enthusiasts from all walks of life. It has also established the benchmark for drifting worldwide. This high-skilled, high-powered motorsport, where drivers intentionally maneuver their vehicles into a well-executed, controlled sideways slides at high speeds through a marked course, has the most diverse driver and vehicle field competing on the most diverse set of facilities for the coveted Formula DRIFT Championship crown.

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1. GENERAL

The Formula DRIFT Championship consists of a scheduled number of two-day meets or Championship “Rounds” in which drivers compete in a single elimination bracket of tandem battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the tandem battles.

All rulings made in competition will use this rulebook as a guideline. In the event that a situation occurs in competition that is not covered specifically by these regulations, Formula DRIFT officials and judges will use their best effort to make a ruling that is consistent with the spirit of these rules and regulations.

When an official interpretation of this rulebook is needed and that interpretation requires an action of the series while in competition, the In-Competition Committee will be the adjudicating body. Actions and rulings will be made by a majority vote.

The process will include, but not limited to establishing that an interpretation is needed and an action required that is not in the purview of the judges. Giving consideration to the “run of show”, the three-member body will analyze the occurrence and establish an interpretation that is the most consistent with precedent (if any) and the spirit of the rules. Next, each member will provide a curative action that will be voted on by each member and then decided based on a majority vote.

Members of the In-Competition Committee: Ryan Sage, Pat Gentilli and Sean Adriano.

In the event that any member of this body is not in event attendance, Ryan Lanteigne, Brian Eggert, Chris Uhl, or Robbie Nishida will serve as alternates.

When an official interpretation of this rulebook is needed and that interpretation requires an action of the series outside of competition, the Out Of-Competition Committee will be the adjudicating body. Actions and rulings will be made by a majority vote.

The process will include, but not limited to establishing that an interpretation is needed and an action required that is not in the purview of the Technical Rulebook. The three-member body will analyze the occurrence and establish an interpretation that is the most consistent with precedent (if any) and the spirit of the rules. Next each member will provide a curative action that will be voted on by each member and then decided based on a majority vote.

Members of the Out Of-Competition Committee: Kevin Wells, Sean Adriano and Ryan Sage

In the event that any member of this body is not in event attendance, Pat Gentilli or Trais Taylor will serve as alternates.

Once a new ruling has been made in either in and out of competition settings, that ruling will serve as the basis for updating subsequent version of the rulebook(s), if needed.

Judging in Formula DRIFT is not concerned with vehicle model, vehicle build or the vehicle tires as factors in judging. Formula DRIFT judging is concerned with the visual attitude and visual behavior of the car on track.

Judges, Drivers Stewards and Commentators – In 2023, there will be a rotational panel of Judges and Commentators. There will be one fixed Driver Steward and one rotational Drivers Steward who will be the person who is not judging that particular event.

There will also be a rotation of technical commentators at each event to go along with the fixed Color commentator.

2023 Judges, Commentators and Driver Stewards:

Judges: Ryan Lanteigne, Robbie Nishida, Brian Eggert and Chris Uhl

Commentators: Ryan Sage, Robbie Nishida, Ryan Lanteigne and Matt Soppa

Driver Stewards: Sean Adriano (fixed) and one of the current members of the judging panel in rotation

2. START LIGHT PROCEDURE

The start line is situated at the beginning of the course and is often marked by the “Formula DRIFT Start Arch”. 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.

At the start of a tandem battle, both vehicles will line up on the start line with positioning to be approved by the start line official. The lead vehicle must start on the start line. The chase vehicle may be positioned farther back to allow them to react to the lead vehicle, but may be positioned no farther back than 8 feet back from the start line (front edge of front bumper aligned with the back of the start arch leg).

After completing Run 1 of the battle, the vehicles must immediately return to the start line for Run 2. If either vehicle proceeds past the threshold of the entrance to the burnout box or the designated boundary (track dependent), the driver will be charged their competition timeout or will forfeit the run if they do not have a competition timeout remaining. If a vehicle needs to be inspected for damage after possible contact without an incomplete, the driver must confirm with a Formula Drift official at start or on grid that the vehicle needs to be inspected and would like visual inspection without touching the vehicle.

The lead vehicle is not allowed to leave the start line prior to the start light turning off, doing so will result in a restart. The lead vehicle must leave the start line within a two count from the designated Starter or it will be deemed a restart.

If the lead vehicle stalls at the line it will be deemed a restart. **The chase vehicle cannot trigger a restart.**

The chase vehicle is allowed to leave the start line prior to the start light turning off, if it is needed for the chase vehicle to maintain proximity down the straight away leading up to initiation.

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.

2.1. CHICANE

If the lead driver hits one or more cones within the chicane (Figure 1) during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart light will be discussed during the driver’s meetings prior to competition.

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 also call a restart based on unsportsmanlike conduct or criteria discussed in the drivers meeting.

The chase driver should not hit any chicane cones. If there is an unintentional cone hit from the chase driver it will not result in a restart.

2.2. INITIATION

The vehicle must be sideways as it passes the latest initiation point marked by single standing cone in the “3, 2, 1” cone sequence placed trackside. (Figure 2) For the additional Tandem procedure see TANDEM INITIATION PROCEDURE

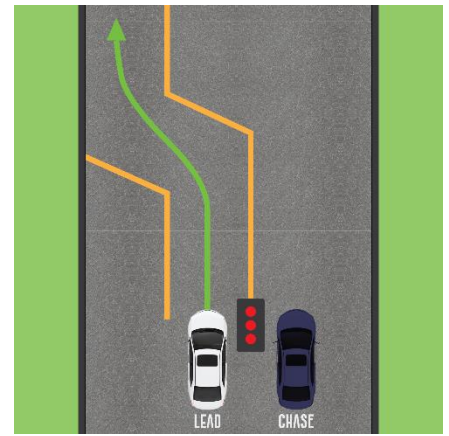


Figure 1

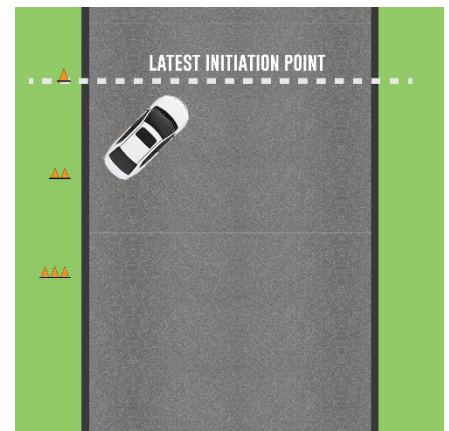


Figure 2

3. QUALIFYING FORMAT

Drivers will complete up to two non-consecutive runs in order of the current Championship standing. (last ranked driver goes first) in the Knockout Qualifying Format

The Knockout Qualifying Format (KQF) will be implemented and will populate the Top 32 Bracket

- Qualifying will consist of a maximum of two runs
- Run One will determine the qualifying order of all available bracket positions
- The Top 24 drivers will fill the bracket first
- After that has been done, the remaining drivers will run a second qualifying run and the top scores will populate the remainder of the bracket.

3.1. QUALIFYING CRITERIA AND SCORING

Line - 40 percent

For measurement of the vehicle relative to inside clips and outside zones, two areas of focus will be used by the Judges. The furthest part of the rear tires (contact patch) will be the area of focus for proximity to outside zones when there is no wall. When there is a wall, the furthest part of the bumper will be the area that is judged. For the front of the car, the front of the bumper will be used for inside clips.

Angle - 30 percent

Angle has to do with the degree or amount of angle the vehicle achieves and the stability or consistency of that angle.

Style - 20 percent

Style points are separated into 2 categories:

- Initiation descriptors such as: fast, explosive, quick, and smooth
- Transitions descriptors such as: Dynamic, fast, accurate, quick, and smooth

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Bobbles
- Wall taps
- Tire off course
- Missing zones and clips
- Straightening
- Off line
- Lack of Angle

X-Factor – 10 Percent

X-Factors – X-Factors are defined as points of difference a driver can make that create a clear and notable difference in performance and execution relative to other drivers. These are the “Wow” factors. Some descriptors are:

- Heavy, controlled throttle usage
- Driving with big angle, but maintaining consistent pace
- Showing vehicle stability and balance while performing at a very high-level of driving

3.2. QUALIFYING PROCESS

Judges will watch a run and mark deductions on an official scoring sheet and then award a maximum of 10 X-Factor points at the conclusion of each run. X-Factor scores can be input in half-points.

Each judge will input a score (0-90 points) and an X-Factor score (0-10 points) then ALL three judges scores will be averaged to get a final score for each driver.

Example:

Judge 1: 86 Points + 4 X-Factor Points = 90 Points

Judge 2: 84 Points + 5 X-Factor Points = 89 Points

Judge 3: 83 Points + 4 X-Factor Points = 87 Points

Total Averaged Score: 88.66

3.3. 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. Judges reserve the right to add additional INCOMPLETEs for specific tracks. These will be discussed during the drivers meeting of that event.

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on course
- Hood, hatch, roof, trunk and/or doors opening during a run.
- A mix of multiple mistakes that could be classified as an Unchaseable Lead. The application of Unchaseable means that if a chase driver were within proximity, the mistake from the lead would plausibly have resulted in causing the chase driver to Incomplete or make a

mistake, however for Qualifying, greater latitude is given to the Qualifying driver in the strict application of this criteria **because chase driver proximity changes everything**. Please See incomplete Tandem Runs for more information.

- The number of tires off course that will receive an INCOMPLETE are specific to each track will be discussed during the drivers meeting of that event.
- Not maintaining control across the finish line. I.E.: Spinning out over the finish line or finishing the run without perceived control that is necessary to demonstrate a completion of the run in totality.

3.4.QUALIFYING TIE BREAKER

In the event of a tie in qualifying the following chart will be implemented after Run 1

Tie Breaker 1	X-Factor Averaged Score
Tie Breaker 2	Total Averaged Score w/o X-Factor Averaged Score
Tie Breaker 3	Current ranking or previous season ranking

Example:

Judge 1: 86 Points + 4 X-Factor Points = 90 Points

Judge 2: 84 Points + 5 X-Factor Points = 89 Points

Judge 3: 83 Points + 4 X-Factor Points = 87 Points

Total Averaged Score: 88.66

X-Factor Averaged Score: 4.33

Total Averaged Score w/o X-Factor Averaged Score: 84.33

In the event of a tie in qualifying the following chart will be implemented after Run 2.

HQS = Highest Qualifying Score. LQS = Lowest Qualifying Score

Tie Breaker 1	HQS - Total Averaged Score
Tie Breaker 2	LQS - Total Averaged Score
Tie Breaker 3	HQS - X-Factor Average Score
Tie Breaker 4	LQS - X-Factor Average Score
Tie Breaker 5	HQS - Total Averaged Score w/o X-Factor Average Score
Tie Breaker 6	LQS - Total Averaged Score w/o X-Factor Average Score
Tie Breaker 7	Average of HQS and LQS -Total Average Score
Tie Breaker 8	Average of HQS and LQS - X-Factor Average Score
Tie Breaker 9	Average of HQS and LQS - Total Average Score w/o X-Factor Average 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.

3.5. QUALIFYING REPLAYS

The typical run of show is:

- Live Run
- Replay(s)
- Result

4. TANDEM ELIMINATION FORMAT

The tandem battles are single elimination battles consisting of two runs per battle with the winner moving on in the bracket. The higher bracket position will always lead the first run.

In tandem competition, there is equal weighting on both drivers to perform. The driver that can win both the lead and the chase runs or do better overall between the two runs will win.

Cause and Effect relationships as it pertains to drivers competing against each other is absolutely essential when a judge is trying to determine what cause each driver does to create an effect to the other driver. Contact and mistakes are all viewed through this process, especially when drivers are within proximity and it becomes a reasonable inference for a judge to draw a conclusion using this method.

In general, the lead driver is expected to run the lead run as close to a perfect qualifying run as possible, but if mistakes happen that affect the chase, it can result in the lead driver receiving a deduction or an incomplete, if the mistake was deemed too difficult for the chase driver to adjust or compensate.

Additionally, the chase driver is expected to mimic the line of the lead driver, while matching or bettering the angle. The chase driver is encouraged to follow the lead driver as closely as possible and may be protected if the lead driver makes a mistake that **causes** the chase driver to make a mistake. However, if a lead driver makes a mistake and that mistake is deemed **possible** for the chase to also make an adjustment (or compensate) and the chase driver does not (make that adjustment), the chase driver may receive a deduction.

Each tandem battle consists of 2 runs, giving the drivers the opportunity to be in both the lead and chase positions.

Run 1 - Driver A is in the lead position, with Driver B in the chase position.

Run 2 - Driver B in the lead position and Driver A in the chase position.

During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. With regard to angle, the goal for the chase driver is to match or better the angle of the lead, all other things being equal.

Mimic is generally applied to the Line criteria because the judges want the chase driver to follow the location, timing, and rate of rotation during transition of the lead driver, in order to have the best, most exciting tandem action.

If the lead driver has poor angle, the judges do not want the chase driver to mimic the poor angle, but show dominance by bettering the angle, where possible.

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 one judge votes for Driver A, one judge votes for Driver B and one judge votes for One More Time (OMT), due to a lack of majority vote, a One More Time (OMT) will automatically be called. 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.

If vehicle is broken or 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.

Bye Runs will not be implemented in the Top 32 bracket.

4.1. TANDEM JUDGING CRITERIA

4.1.1. LEAD DRIVER GOALS:

- Run a 100 point qualifying run
- Run a chaseable lead run
- Follow the MOMENTUM MAP

4.1.2. LEAD DRIVER COMPROMISES:

- Less angle than the ideal qualifying run
- Tighter line than the ideal qualifying run
- Poor transitions
- Trying to get away from the chase driver in any way that compromises line, angle or style.

A lead run filled with compromises will be a run with a disadvantage, all other things being equal.

4.1.3. CHASE DRIVER GOALS:

- Initiate no later than the lead driver
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead driver's angle
- Mimic the lead driver's transitions and line throughout the course
- Remain in drift until the finish line has been passed
- Have knowledge of your competitor's tendencies in competition. Including but not limited to: Grip level, speed, general angle, general tendencies, vehicle condition (if wrecked or if there is a known vehicle issue) and/or anything pertinent to reasonably adjusting to the fellow competitor

4.1.4. CHASE DRIVER COMPROMISES:

- Cheating the line compared to the lead vehicle
- Less angle compared to the lead vehicle
- Timing and location of initiation
- Timing of transitions and overall driving compared to the lead vehicle

- Chase driver not preparing or having proper knowledge of the lead driver’s grip level, speed, general angle, general tendencies, vehicle condition (if wrecked or there is a known issue) and/or anything pertinent to reasonably adjusting to the fellow competitor

4.2. MOMENTUM MAP

The MOMENTUM MAP provides a graphical representation of the “MOMENTUM ZONES “on the course where the judges allow the lead vehicle to make a visible change in momentum of the vehicle. (Figure 4) Lead runs that do not conform to the graphical representation of the course will receive deductions. The MOMENTUM MAP can be used to ascertain fault in tandem **contact with an incomplete**. At any point, including a MOMENTUM ZONE, the lead driver must run an Chaseable Lead run.



Figure 4

4.3. 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. Judges reserve the right to add additional INCOMPLETEs for specific tracks. These will be discussed during the drivers meeting of that event.

The following constitute an INCOMPLETE in tandem:

- Spinning Out
- Opposite drift- Drifting with the opposite angle required at that point on course.
- Hood, hatch, roof, trunk and/or doors opening during a run that does not occur from contact from another vehicle or an object like a wall or course barrier.
- Contact 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. **This is known as an Inactive Chase.**
- 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
- **A mix of multiple mistakes that could be classified as an Unchaseable Lead. The application of this rule is interpreting the Unchaseable lead with an exact cause-and-effect relationship. If the judges deem the mistake by the lead results in a mistake to the chase and the judges can draw a reasonable inference that the cause of the chase driver's mistake was CAUSED by the lead, the consequence of the mistake will be applied to the lead driver.**
- The number of tires off course that will receive an INCOMPLETE will be specific to each track and discussed during the drivers meeting of that event.
- **Not maintaining control across the finish line. I.E.: Spinning out over the finish line or finishing the run without perceived control that is necessary to demonstrate a completion of the run in totality. In tandem, in the case that the Lead Driver does not finish the run with control, there will be some reasonable leniency to Chase Driver who may be trying to avoid contact.**

4.4. PASSING

Passing is allowed in Formula Drift 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.

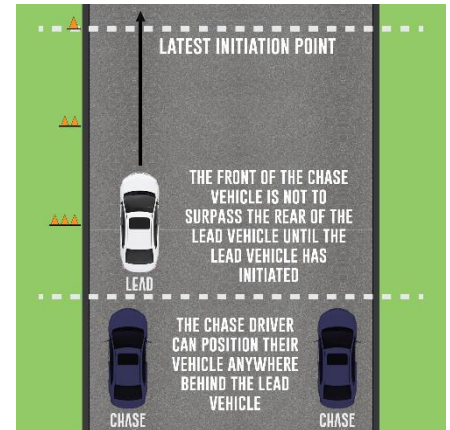
4.5. TANDEM INITIATION PROCEDURE

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.

SINGLE FILE INITIATION-

- The lead driver can initiate using any method they choose.
- The lead driver has the right of way from the start line to the initiation point.
- However, the lead driver must exhibit a committed approach to the initiation point and will be held accountable if any mistakes or issues arise between the start line and the initiation point, just as they would from the initiation point to the finish line.
- The chase vehicle must not impede the lead vehicle in any way between the start line and the initiation point. Doing so will put the chase vehicle at a disadvantage.
- The chase driver may position their vehicle anywhere behind the lead vehicle as long as it does not impede the lead vehicle's ability to initiate with their chosen method.

Violations of initiation procedure may result in a restart.



4.6. RAIN CONDITIONS

When rain conditions happen, the Competition Director and Race Control will evaluate the situation and determine the best possible options for continuing.

In most cases, whether in Qualifying or Tandem, the drivers will be able to do a “sight” laps to physically evaluate the track conditions at least once, prior to their battle.

Sight laps may be removed when the Competition Director and Race Control deem that the track conditions have normalized or if drivers have had enough sight laps to predict the conditions.

As it pertains to judging, all judging in rain will use the same criteria for both Qualifying and Tandem, but a sliding scale will be used to adjust the scores in Qualifying or to compare both runs in Tandem.

5. TANDEM CONTACT

Vehicle contact in drifting is something that Formula DRIFT recognizes as part of the sport, however **contact** of vehicles while in a tandem battle requires specific rulings and guidelines.

5.1. RUN 1 CONTACT WITHOUT AN INCOMPLETE

In the event of Run 1 contact without an incomplete which is defined as when a vehicle touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle, judges will no longer determine fault for the incident. Both drivers may request up to 5 minutes to repair their vehicle without using their designated Competition Timeout. Abuse of this can lead to penalties.

In the event of the vehicles having contact without an incomplete, The Competition Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver. The Competition Director will determine if vehicle damage is outside of the scope of contact without an incomplete. In this case, the Competition Director may request fault for the incident from the Driver Steward.

In the above scenario, if the result leaves either driver with a tire puncture or wheel damage, the Competition Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

5.2. RUN 1 CONTACT WITH AN INCOMPLETE

If a contact with an incomplete occurs, the Judges will ascertain fault using all the resources at their disposal (replays, track staff, memory, etc)

In some cases, damage sustained to the vehicles may require time to repair. Only the vehicle not at fault may request up to 10 minutes to repair their vehicle without using their designated Competition Timeout.

In the event that an incident occurs on course, but there is no visible record that would determine fault, a judge may use their best judgement to ascertain fault.

If a vehicle cannot be repaired after a **contact with an incomplete** and was deemed not at fault during the incident, a Formula DRIFT official will verify that indeed the vehicle is not repairable in time for the second run of that battle and declare the driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two runs of the battle, they will not move on in competition.

If the case above occurs in the final battle, Formula Drift reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 10 minutes for repairs.

If both the lead vehicle and the chase vehicle wreck on the first run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher qualifying position.

If there is a situation that occurs where the judges can verify that a lead driver has a vehicle malfunction that leads to or causes an INCOMPLETE to the chase vehicle, the lead driver will be given fault and an INCOMPLETE. If the damage sustained to the chase vehicle is severe enough that major repairs necessary to continue in competition, and that can be verified by the Competition Director, then the lead driver will be eliminated from the competition and the victory given to the chase driver.

EXAMPLE: Lead driver drops oil on the course and the chase driver clearly slides through the oil and slams into a wall causing extensive damage to the vehicle.

In the event of the vehicles having contact with an incomplete, the Competition Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

In the above, scenario if they result leaves either driver with a tire puncture or wheel damage, the Competition Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

Drivers involved in a situation in Run 1 where one or both cars are damaged NOT AS A RESULT OF A **CONTACT**, but that still requires a judgement on fault, the vehicles will be moved off course immediately

and the next competition will proceed. The “fault for contact” will be adjudicated by the Drivers Steward.

5.3. RUN 2 CONTACT WITHOUT AN INCOMPLETE

In the event of Run 2 contact without an incomplete which is defined as when a vehicle touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle, judges will no longer determine fault for the incident. In this case, no additional time will be allocated for repairs as the battle has been completed.

5.4. RUN 2 CONTACT WITH AN INCOMPLETE

If contact with an incomplete, occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead vehicle and the chase vehicle wreck on the second run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the battle.

5.5. TANDEM TIRE DEBEAD OR DAMAGE

In the event of a tire debeading on course, the vehicle will not be allowed to leave the line with a currently debeaded or previously debeaded tire.

Rear Tire changes will not be allowed during Competition Timeout unless debeading has occurred or rim/tire damage due to contact. If the rear tires are changed, the other competitor may also change rear tires.

In the event that a chase driver debeads a rear tire due to contact or contact avoidance with the lead driver, the chase driver may change his rear tires. The lead driver may also change his rear tires.

In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

6. DECEL LIGHT

The Decel light is a tool that is used to help judges make more accurate decisions on whether or not a driver is decelerating in an area he/she should not and then what the consequence of that decel is. The Decel Light, just like every other tool (cameras, replays, drone, etc) is subject to each judge's interpretation and should not be considered a black and white issue.

The threshold and definition of “decel” from the Decel Light is an idiosyncratic definition that is constructed by a proprietary formula of speed reduction over time. That is to say that ANY decel is NOT the same as a decel that triggers the Decel Light.

In particular, the Decel Light has the most consequence when a chase driver is within proximity and if the Decel Light is triggered, a reasonable inference can be made in terms of the effect that decel had on the chase driver.

If the chase driver is not within proximity, a deduction or mistake can be applied to the lead, but the overall consequences change dramatically, as the primary usage of the Decel Light is to determine if the decel that occurred had an effect on the chase driver, either in contact or unnecessary mistake.

It is possible for a Lead driver to reduce speed without triggering the Decel Light and for that decel to have an effect on the chase driver. If this were to occur, the situation will be judged on its' merits and consequences just like any other in competition.

If a driver is found with his/her Decel Light not functioning, he/she will be removed from competition or penalized by the Competition Director.

Driver may need to submit to random tests of the functioning of their Decel light.

Blue = Neutral

Green = Acceleration

Yellow = Deceleration not meeting the "Decel" threshold

Red = Deceleration that meets the "Decel" threshold

7. VEHICLE SERVICE DURING TANDEM

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, cool-down, etc. Rear Tires are required to make two consecutive runs.

8. COMPETITION TIMEOUT

To maintain safety in the competition, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are not to be used for strategic purposes. Only the designated team representative will be allowed to request the Competition Timeout, and it must be made through a Formula DRIFT official. Only the Competition Director may grant a Competition Timeout. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of five (5) minutes and are to be administered by the Competition Director.

Tire changes will not be allowed during Competition Timeout unless debanding has occurred or rim/tire damage due to a [contact](#). Tires are required to make 2 consecutive runs.

Competition Timeouts are for vehicle repairs, no tire pressure or suspension setting adjustments will be allowed.

Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver.

Teams may only use one (1) Competition Timeout during each round. Competition Timeout's are allowed to be used during Qualifying and Tandem Elimination battles. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed in the hot pit. Vehicles needing to go to the main pit for a Competition Timeout are not permitted, unless otherwise noted in the drivers meeting (i.e.: venue space limitations).

Competition Timeout may be called by the Competition Director if the vehicle is not present in grid and ready to run when needed to maintain the run of show.

Competition Timeout will be called by the Competition Director if a vehicle requires service of any kind between a sighting lap and competition run.

8.1. COMPETITION TIMEOUT PROCEDURE

Driver and/or team members are not to perform any work on the vehicle prior to the official initiating the CTO procedure. Opening panels and inspecting for damage could be considered work. External visual inspection is allowed.

The five (5) minute clock starts when the official tells the driver/team member to begin, not when the vehicle arrives in the hot pit. If a tow truck is used, the vehicle is permitted to be put on jack stands. The tow truck must also leave the location before starting the five (5) minutes. The Competition Director will announce when work may commence, and the clock will count down the five minutes. The entire repair procedure needs to be completed by the time the clock runs out of time.

Five (5) minutes will run out if your vehicle is:

- Not Running
- Not on the ground
- Not safe to drive in the position required (lead or chase)
- Not adequately repaired
- Not ready to drive to the burnout area

If the situation is eligible for the replacement of tires, and it is decided to do so, then the tire changing must also be completed within the allotted five (5) minutes.

9. TANDEM REPLAYS AND JUDGING ASSISTANCE

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 on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system or a closed-circuit TV may be used to communicate whether a driver properly scores the clipping point. External data or video is not permissible in the evaluation of a protest.

Judges may request additional information from the Competition Direction and the track staff regarding on track activities. The judges may use that information in their judging results.

10. COMPETITION PROTESTS AND APPEALS

10.1. COMPETITION PROTESTS

A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility may be made at any time. All vehicle eligibility protests will be reviewed and arbitrated by the Competition Director.

Protests will be allowed in all rounds of tandem competition except the Finals.

The subjective areas of a judge's score and decision are not protestable.

Protests must be done on an action that was missed by the judges within the confines of a battle that would have resulted in an **Incomplete or an action that would have changed the outcome of the result.** from that driver, I.E: Driver X's trunk came open during a run and the judges did not see it. The action with regards to Formula DRIFT protests is defined as an action that is **incontrovertible visual evidence** and not subject to a judge's opinion.

External data or video is not permissible in the evaluation of a protest. Only Formula DRIFT camera footage will be allowed in a review of a protest.

10.2. FILING A COMPETITION PROTEST

Protests are expected to be well founded, reasonable, logical, and based on sound evidence.

Every protest shall be made in writing on the Formula Drift Protest form.

The protest form needs to be completely filled out and must specify which part of the Formula DRIFT Rules & Regulations that is in question, signed by the driver, spotter, or team representative making the protest.

The Protest form must be accompanied by the appropriate protest fee and presented to the Drivers Stewards in the judge's stand prior to the results being announced of the directly following battle.

In the event of a protest occurring in last battle of a bracket that is followed by a scheduled break, the protest has 5 minutes after the results being announced to be presented to the Driver Stewards in the Judges stand.

Presentation of the form to the judge's stand must be in a professional and sportsman like manner. Failure to do so will result in your protest not being reviewed

10.3. REVIEWING COMPETITION PROTESTS

There are three steps to each protest: Determining Validity. Determining Soundness. Adjudication

1. Is the protest valid?
 - A valid protest asks the question, would the action in question have resulted in an incomplete or a change of result to the driver being protested?
2. Is the protest sound?
 - A sound protest means that the claims are incontrovertibly true.
3. If a protest is found to both valid and sound, the Driver Stewards will then decide how to adjudicate the battle. The Driver Stewards may overturn the call, ask for the battle to be re-run or make any decision he/she feels is an appropriate remedy for the situation. The Driver Stewards may act alone or ask the judges for assistance for any part of this process, but ultimately, the Driver Stewards will be the final arbiter of the evaluative process and subsequent decision. If the Drivers Stewards cannot agree to change or modify the call, the call will stand.

If a protest review is denied the protest fee will be forfeited.

If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of championship points.

There are no retroactive protests allowed.

It is mandatory that spotters be in or around the Spotters Tower to initiate a protest.

10.4. COMPETITION APPEALS

Once a protest has been reviewed and denied, the driver will have the right to file a post event regarding the decision if the following conditions have been met.

An appeal must be filed within 24 hours of the final battle of the event.

The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest.

Any outside and or public discussions regarding the incident prior to the appeal process will void.

Due to time constraints and the year-end awards banquet, appeals may not be reviewed concerning decisions at the final events of the year.

There are no retroactive appeals allowed.

Send appeals via email to Kevin@formulad.com

GLOSSARY

Adjudication - A formal judgement on a disputed manner

Angle - The difference between the course direction and the direction in which the vehicle is pointing.

Bobble - When a vehicle is in a sustained drift and there is a slight loss or increase in angle, followed quickly by a return to the initial position.

Bye Run - Bye Run is a non-judged qualifying run to prove that the mechanical condition of the vehicle is ready for competition.

Chase - The vehicle that follows at the beginning of a tandem battle.

Chaseable Lead - A chaseable lead run is a run that gives the chase driver a fair chance to fulfill their responsibilities. A chaseable lead involves the following:

1. The lead driver maintains the dictated pace throughout the course.
2. The lead driver generally adheres to the MOMENTUM MAP,
3. The lead driver fills the majority of the outside zones and generally achieve inside clipping points.
4. The lead drivers dictates and expresses control throughout the entire course.

Please note that a chaseable lead is not only required in tandem competition, but also during each driver's qualifying runs. Failing to do the aforementioned may result in judging penalties.

Chicane - Is offset in the lead vehicle's lane outlined with cones to make it visible to all drivers. The 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.

Commitment - How consistent a driver can be while negotiating the course in terms of throttle application, maintaining pace and using momentum to fill outside zones and touch & go areas. Commitment also refers to the level of confidence and dedication displayed by the driver when approaching course edges and course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.

Competition timeout - are to maintain safety in the competition, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are allowed for a maximum of five (5) minutes.

Contact - is defined as when a vehicle touches another vehicle and/or part of the course and generally stays uninterrupted in line and angle.

Correction - When a driver uses the hand brake to adjust the angle or the line of their vehicle when either are poor.

Debead - a term used to describe a tire the is no longer being properly beaded or seated on a wheel.

Decel - A visual change in the vehicle's forward momentum.

Drifting - 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 marked by clipping points, clipping zones and touch & go areas. Judges dictate the desired line throughout the course, highlight specific areas of importance and determine the score each driver earns as they attempt to qualify for the main competition. Once drivers have earned their position in the competition bracket, drivers compete against each other two at a time on the same course. Judges determine the winner and which driver moves onto the next bracket.

Driver's Meeting - A time when all of the drivers competing in an event must convene at one location to receive vital safety, competition, judging and scheduling information pertinent to the event in question. Driver's meetings are mandatory and must be attended by the driver and one team member, with the driver being fully suited.

Fluidity - refers to the rotation of the vehicle on its own axis during initiation and transitions between turns. Ideally the rotations should be quick, smooth and accurate. Once at angle, the vehicle should remain settled and in control until the next transition.

Hard card - refers to the credential for entry to "hot areas" and required for everyone working on a vehicle during the duration of the event.

Inactive Chase - A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on the previous run.

Incomplete - When a run is deemed INCOMPLETE it means no value will be assigned to it for qualifying or tandem judging. That run is considered null.

Initiation - The act of breaking rear wheel traction while increasing the angle of the vehicle in relation to its direction of travel, while adding counter-steer to maintain the angle attained. Techniques include clutch kicking, pulling the hand brake, weight transfer, and a combination of two or more of these techniques.

Inside Clipping Point - A point on the course, generally on the inside of a corner, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to pass by the cone with their front bumper as closely as possible to receive a score from the line judge.

Interference - Any action by a driver that results in the other driver from completing a run unimpeded.

Judges - There are 3 official Formula Drift judges that attend each round of the Formula Drift Championship series. Each judge is responsible for one aspect of the judging criteria (line, angle or style) during qualifying; these responsibilities rotate among the 3 judges throughout the season. The judges are responsible for relaying the desired line, angle and style requirements to the drivers during the driver's meetings, which they then use to dissect each qualifying run. During tandem battles, they watch both lead and chase drivers compete against one another to determine a winner.

Knockout Qualifying Format (KQF) - The qualifying format used with 23 or more drivers present. The lowest 8 scored drivers on run one (Knockout 8 drivers) will have to run a second qualifying run to determine their Top 32 bracket position.

Latest initiation point - is the point at which the vehicle must be sideways. It is marked by single standing cone in the “3, 2, 1” cone sequence.

Lead - The vehicle that is leading at the beginning of a tandem battle.

Line - The ideal trajectory to be driven by the competitors throughout the course as described by the judges during the driver’s meetings. The ideal line will be indicated with clipping points, clipping zones and touch & go areas throughout the course.

Match - a term used in tandem competition that is generally applied to Angle. Example: The judges want the chase driver to “match” the angle of the lead driver or show dominance by bettering the angle, where possible.

Mimic - a term used in tandem competition that is generally applied to the Line criteria because the judges want the chase driver to follow the location, timing, and rate of rotation during transition of the lead driver, in order to have the best, most exciting tandem action.

Momentum Map - provides a graphical representation of the “MOMENTUM ZONES” on the course where the judges allow the lead vehicle to make a visible change in momentum of the vehicle.

One More Time (OMT) - Occurs due to lack of a majority vote from the judges. The tandem battle that received the OMT vote from the must run the tandem battle again until the result is a majority vote decision. 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.

Opposite Drift - When a vehicle attains angle in the opposite direction of what is stipulated for that area of the course.

Outside Zone - An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and is used as a reference for both the line and angle judges to judge competency in their respective criteria. Drivers are required to place the rear of their vehicle in between the cones for the length of the zone while in drift to receive a score from the line judge.

Pass - When a chase vehicle goes by a lead vehicle during a tandem battle. A pass is only considered legal if it was performed at a clipping point, the lead vehicle was offline and if the chase vehicle remained on the line stipulated in the driver’s meetings. The pass is considered complete once the chase vehicle has fully passed the lead vehicle.

Proximity - a term used in tandem competition that is generally applied to the distance between the Lead vehicle and the Chase Vehicle. Example: The 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.

Qualifying - To determine the competition order at each event, drivers must complete two non-consecutive single-vehicle runs on the course in reverse order of current rank in the Championship.

Drivers are judged based on their ability to demonstrate a mastery of the line, angle and style requirements as described in the driver's meetings at each event.

MOMENTUM ZONES - Areas on the course where the judges allow the lead vehicle to make a visible change in momentum of the vehicle.

Restart - Restart is used for chicane or start line violations. Restart is relayed to the drivers via a flagger or restart light. Upon a restart driver's return to the start line in the same positions and rerun the halted run.

Run - A run of a drift course, whether in qualifying or tandem competition.

Sighting lap - A non-judged run which allows drivers to gauge the changes in course condition. Commonly used when the course condition changes from dry to wet without a previous wet practice session. Immediately following the sighting lap will be a qualifying or competition run. If the vehicle cannot immediately make the qualifying or competition run, a Competition Timeout will be called if they choose not to forfeit that run.

Soundness - Are the propositions true

Straight - When a vehicle loses angle to the point that it is traveling in the direction in which it is pointing and the driver must reinitiate to continue drifting.

Style - Style is comprised of 2 separate criteria: Fluidity and Commitment.

Tandem - When two vehicles are drifting on the course simultaneously.

Tandem Battle - Each tandem battle consists of 2 runs, giving the drivers the opportunity to be in both the lead and chase positions. For the first run, Driver A is in the lead position, with Driver B in the chase position. The second run consists of Driver B in the lead position and Driver A in the chase position. During each run, the lead driver must adhere to the qualifying requirements as laid out by the judges in the driver's meetings, while the chase driver must mimic the lead driver's line, angle, pace and transitions throughout the course, while staying in close proximity. Judges vote for the driver that they think performed best in both the lead and chase positions.

Touch & Go - An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and may be used as a reference for both the line and angle judges to judge competency in their respective criteria. Unlike an outer clipping zone, which needs to be filled entirely by the rear of the vehicle, a touch & go area only requires the driver to briefly "touch" the area between the cones with the rear of the vehicle, as the name implies.

Transition - The act of rotating a vehicle from a high degree of angle in one direction to a high degree of angle in the opposite direction without stopping the rotation at any point in between.

Unchaseable Lead - An unchaseable lead run does not give the chase driver a fair chance to fulfill their responsibilities. An unchaseable lead run may involve some or all the following:

1. The lead driver varies pace unpredictably or not as described on the course.
2. The lead driver does not adhere to the MOMENTUM MAP, whether due to driver error or vehicle malfunction or trying to get away from the chase driver by cheating one or more of the lead driver responsibilities.
3. The lead driver missing the majority of the outside zones and/or inside clipping points.
4. The lead driver is out of control or erratic throughout the course.

Please note that a run can be deemed “unchaseable” in qualifying just as it can in tandem competition.

A run that is deemed Unchaseable will always be considered an Incomplete for the driver that performs it.

Validity – Does the conclusion follow from the premises

Warm-up - An allocated amount of track time for vehicle testing prior to the start of competition.

X-Factors - X-Factors are defined as points of difference a driver can make (or avoid) that create a clear and notable difference in performance and execution relative to other drivers.

EVENT: _____

DRIVER NAME: _____

SIGN: _____

VEHICLE ELIGIBILITY UNDER PROTEST (IF APPLICABLE)

DRIVER: _____ CAR #: _____

BATTLE UNDER PROTEST: (IF APPLICABLE)

_____ vs. _____

BRIEF DESCRIPTION OF YOUR PROTEST:

RULEBOOK SECTION IN PROTEST:

PROTEST TIME LIMITATION:

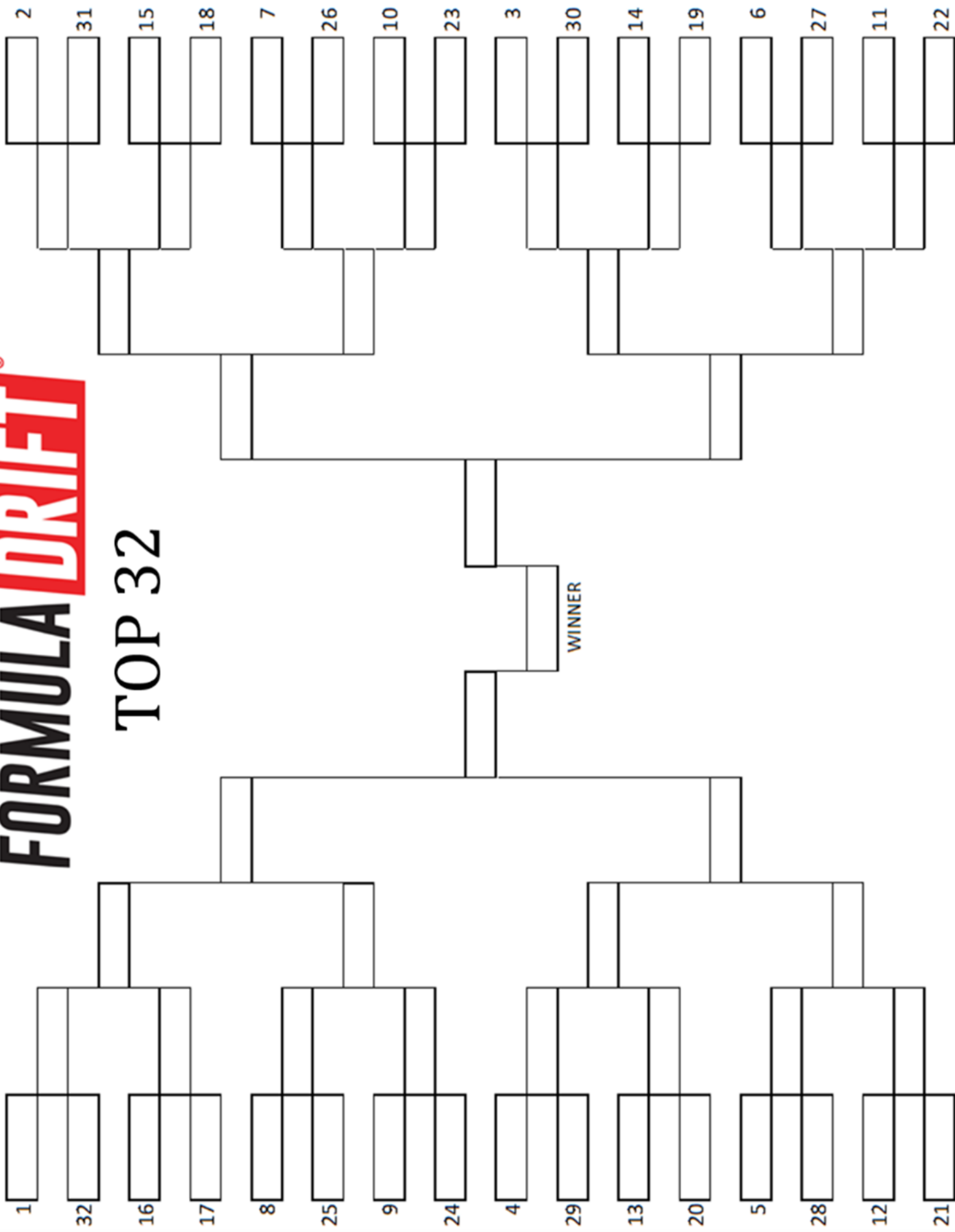
All Protests must be submitted to the driver's steward prior to the results being announced of the directly following battle.

Competition Round	Protest Fee
TOP 32	\$250.00
TOP 16	\$250.00
TOP 8	\$50.00
TOP 4	\$50.00

Any outside and or public discussions regarding the incident prior to the appeal process will void **the appeal.**

FORMULA DRIFT®

TOP 32



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.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	

Figure 5

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

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
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 6

Example after run 1 and 2 (Figure 6) and the judges notes

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
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 7

Example of the decision-making process after a completed battle. (Figure 7)

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Spin - INCOMPLETE
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Spin - INCOMPLETE

Figure 8

In the event of two unrelated INCOMPLETEs from both drivers on the second run, that run is considered a tie, as neither driver was able to complete the run and earn an advantage. (Figure 8) 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 - INCOMPLETE
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 9

In the event of an INCOMPLETE from one of the drivers during a run due to a mistake from the “tandem INCOMPLETEs” list, the other driver will be given the win unless a major mistake was made on his/her part during the previous run. (Figure 9) 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		Chase: INCOMPLETE
Driver B	Chase: INCOMPLETE	

Figure 10

In the event of INCOMPLETEs from both drivers on the chase run, neither driver was able to complete the chase run and earn an advantage. (Figure 10) In this case, the judges will refer to the lead runs to establish a winner. If either one of the lead runs was interfered by the chase driver (contact) and Lead Driver is impeded from completing the run, the Judges will only compare both of the lead runs up to the point of the interference for BOTH drivers. The driver that interfered will not have his/her entire lead run judged. Both lead runs will only be judged up to the point of the interference.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: INCOMPLETE from INCOMPLETE LIST	Chase: No Chase required after the lead's INCOMPLETE
Driver B	Chase: No Chase required after the lead's INCOMPLETE	Lead: INCOMPLETE from INCOMPLETE LIST

Figure 11

In the event of INCOMPLETEs from both drivers on the lead run, as neither driver was able to complete the lead run and allow the other driver to chase. (Figure 11) In this case, the judges may declare a One More Time.



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