

FORMULA DRIFT[®]



JUDGING REGULATIONS
2025 VERSION 1.2

Introduction

Entering its twenty-second 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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FORMULA DRIFT- TOP 32 BRACKET
TANDEM JUDGING EXAMPLES
RECORD OF REVISIONS

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.

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, Chris Uhl and Kevin Wells.

In the event that any member of this body is not in event attendance, Brian Eggert, Robbie Nishida or Reese Marin 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, Chris Uhl and Ryan Sage

In the event that any member of this body is not in event attendance, Trais Taylor will serve as an alternate.

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 vehicle on track.

Judges will be a rotational panel of four (4) Judges.

Judges: Brian Eggert, Robbie Nishida, Reese Marin and Vernon Zwaneveld

Brian Eggert and Reese Marin will be judging and attending all eight (8) rounds and Robbie Nishida and Vernon Zwaneveld will be rotating four (4) events each.

There will be a fixed commentator for both PRO and *PROSPEC* and a rotational technical commentator for PRO and *PROSPEC*.

Commentators: Jarod Deanda (PRO and *PROSPEC*), Jacob Gettins (PRO) and Matt Soppa (*PROSPEC*)

PRO Driver Liaison(s) - New for 2025, there will be assigned Driver Liaison(s) that represents driver concerns and works with the FD Competition and Team, both prior to each event and at the event(s).

The assignment of the Driver Liaisons will be one driver from the 1-16 (current season rankings), one driver from 17-32 and one driver from 33-40. Additionally, any driver may defer their assignment for that round to another in the same pool upon request to the Competition Director. Driver Liaisons will be chosen by the Competition Director from each pool.

Driver Liaisons will have direct and privileged access to the main office competition staff, the Competition Director, the Race Control Director and to the President of Formula DRIFT. He/she will be asked to participate in up to two (2) pre-event operation and judging meetings and be in attendance at the Drivers Meeting(s) under the roll of Driver Liaison to assist in question-answering and working with the FD Competition team on priority aspects of the track and judging.

Given that the Driver Liaisons are actively participating in the competition, we kindly ask that you assess the circumstances and timing before presenting any concerns.

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 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, the lead vehicle will line up on the painted start line in the lead lane (Figure 1). The chase vehicle may be positioned farther back to allow them to react to the lead vehicle. The chase lane has a secondary painted start line. The chase vehicle may line up between the lead vehicle start line and no further back than the chase lane start line.

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 a would like visual inspection without touching the vehicle.

The lead vehicle is not allowed to leave the start line prior to the start light

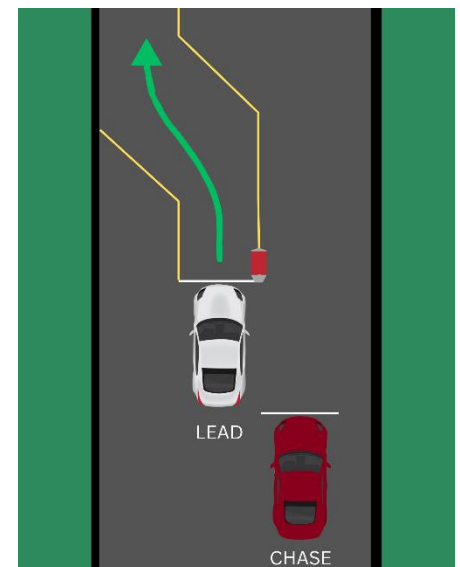


Figure 1

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

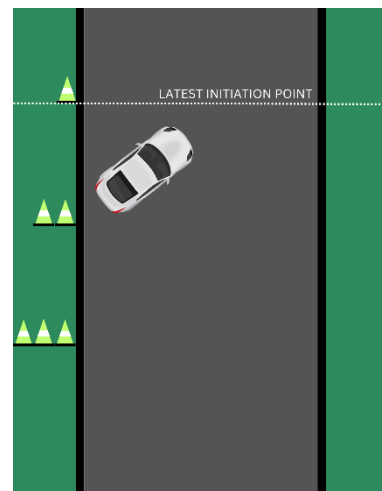


Figure 2

3. SEEDING BRACKET FORMAT

For 2025, there will **continue to** be no single run Qualifying to populate the "Main Event Top 32" bracket.

The "Main Event Top 32" bracket will be populated with a "Seeding Bracket" based on the number of drivers entered in the event. **The Competition Director reserves the right to change formats during the season due to driver count changes.**

- 41 drivers or more
 - The highest ranked 16 drivers from the previous round will be "locked-in" to the "Main Event Top 32" bracket (excluding Round 1 which is based off of the previous season ranking).
 - The remaining drivers will populate a 32 driver "Seeding Bracket" that will be sorted by a random number between **7 and 15**.
 - The "Seeding Bracket" will conclude with 16 winning drivers (one round of tandem only).

- The 16 “locked-in drivers” and the 16 winning drivers from the “Seeding Bracket” will populate the “Main Event Top 32” bracket.
- Bye runs will not be implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.
- The Seeding bracket is limited to one “OMT” per battle.
- Whenever there may be an open spot in the Main Event Top 32, the next highest finished driver(s) from Seeding will be entered to complete and fill an entire Top 32 bracket.

1 DANIEL STUKE	vs	32 BYE RUN	1 DANIEL STUKE	TRENTON BEECHUM	2	TRENTON BEECHUM	vs	31 BYE RUN
16 BEN HOBSON	vs	17 KEVIN WELLS	16 BEN HOBSON	ANDY HATELEY	15	ANDY HATELEY	vs	18 DAN BURKETT
8 JEFF JONES	vs	25 ANDY LUK	8 JEFF JONES	TRAVIS REEDER	26	TRAVIS REEDER	vs	26 TRAVIS REEDER
9 JOAO BARION	vs	24 RUDY HANSEN	9 JOAO BARION	RYAN LITTERAL	10	RYAN LITTERAL	vs	23 RYAN SAGE
4 TAYLOR HULL	vs	29 BYE RUN	4 TAYLOR HULL	VAUGHN GITTIN	3	VAUGHN GITTIN	vs	30 BYE RUN
13 OLA JAEGER	vs	20 DMITRIY BRUTSKIY	13 OLA JAEGER	DEREK MADISON	19	DEREK MADISON	vs	14 DARREN KELLY
5 ALEC ROBBINS	vs	28 ROBERT THORNE	5 ALEC ROBBINS	KEN GUSHI	27	KEN GUSHI	vs	27 KEN GUSHI
12 KYLE MOHAN	vs	21 FEDERICO SCERIFFO	12 KYLE MOHAN	MIKE POWER	11	MIKE POWER	vs	11 MIKE POWER
								22 HIROYA MINOWA

- 37-40 drivers
 - The highest ranked 24 drivers from the previous round will be “locked-in” to the “Main Event Top 32” bracket (excluding Round 1 which is based off of the previous season ranking).
 - The remaining drivers will populate a 16 driver “Seeding Bracket” that will be sorted by a random number between 4 and 7.
 - The 16 drivers “Seeding Bracket” will continue until there is a winner.
 - The 24 “locked-in drivers” and the 8 winning drivers from Seeding Bracket” will populate the “Main Event Top 32” bracket.
 - Bye Runs will not be implemented.
 - Winners will be determined in accordance with the Tandem Elimination Format.
 - The Seeding bracket is limited to one “OMT” per battle.
 - Whenever there may be an open spot in the Main Event Top 32, the next highest finished driver(s) from Seeding will be entered to complete and fill an entire Top 32 bracket

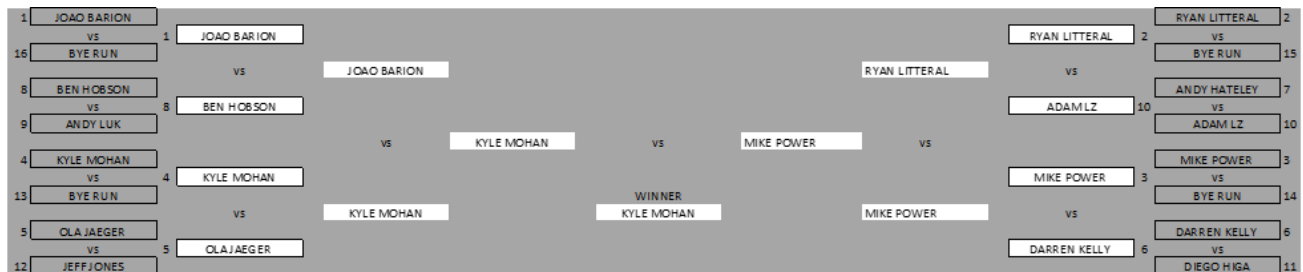
1 JOAO BARION	vs	16 BYE RUN	1 JOAO BARION	RYAN LITTERAL	2	RYAN LITTERAL	vs	15 BYE RUN
8 BEN HOBSON	vs	9 ANDY LUK	8 BEN HOBSON	ADAM LZ	10	ADAM LZ	vs	10 ADAM LZ
4 KYLE MOHAN	vs	13 BYE RUN	4 KYLE MOHAN	MIKE POWER	3	MIKE POWER	vs	14 BYE RUN
5 OLA JAEGER	vs	12 JEFF JONES	5 OLA JAEGER	DARREN KELLY	6	DARREN KELLY	vs	11 DIEGO HIGA

1 JOAO BARION	vs	1 JOAO BARION	RYAN LITTERAL	2	RYAN LITTERAL	vs	15 BYE RUN
8 BEN HOBSON	vs	8 BEN HOBSON	ADAM LZ	10	ADAM LZ	vs	10 ADAM LZ
4 KYLE MOHAN	vs	4 KYLE MOHAN	MIKE POWER	3	MIKE POWER	vs	14 BYE RUN
5 OLA JAEGER	vs	5 OLA JAEGER	DARREN KELLY	6	DARREN KELLY	vs	11 DIEGO HIGA

1 JOAO BARION	vs	1 JOAO BARION	RYAN LITTERAL	2	RYAN LITTERAL	vs	15 BYE RUN
8 BEN HOBSON	vs	8 BEN HOBSON	ADAM LZ	10	ADAM LZ	vs	10 ADAM LZ
4 KYLE MOHAN	vs	4 KYLE MOHAN	MIKE POWER	3	MIKE POWER	vs	14 BYE RUN
5 OLA JAEGER	vs	5 OLA JAEGER	DARREN KELLY	6	DARREN KELLY	vs	11 DIEGO HIGA

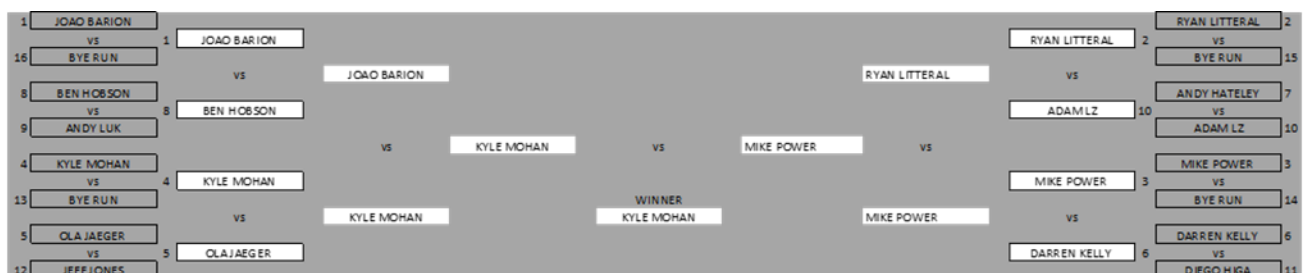
- 33-36 drivers

- The highest ranked 20 drivers from the previous round will be “locked-in” to the “Main Event Top 32” bracket (excluding Round 1 which is based off of the previous season ranking).
- The remaining drivers will populate a 16 driver “Seeding Bracket” that will be sorted by a random number between 4 and 7.
- The 16 drivers “Seeding Bracket” will continue until there is a winner.
- The 20 “locked-in drivers” and the 12 highest finishing drivers from Seeding Bracket” will populate the “Main Event Top 32” bracket.
- Bye Runs will not implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.
- The Seeding bracket is limited to one “OMT” per battle.
- Whenever there may be an open spot in the Main Event Top 32, the next highest finished driver(s) from Seeding will be entered to complete and fill an entire Top 32 bracket.



- 32 drivers or less

- The highest ranked 16 drivers from the previous round will be “locked-in” to the “Main Event Top 32” bracket (excluding Round 1 which is based off of the previous season ranking).
- The remaining drivers will populate an 16 driver “Seeding Bracket” that will be sorted by a random number between 4 and 7.
- The 16 driver “Seeding Bracket” will continue until there is a winner.
- The 16 “locked-in” drivers and the 16 drivers from the “Seeding Bracket” will populate the “Main Event Top 32” bracket.
- Bye Runs will not be implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.
- The Seeding bracket is limited to one “OMT” per battle.
- Whenever there may be an open spot in the Main Event Top 32, the next highest finished driver(s) from Seeding will be entered to complete and fill an entire Top 32 bracket.



4. TANDEM ELIMINATION FORMAT

It must be emphasized that the correct criteria for a traditional single-vehicle qualifying and/or a lead driver has an extensive overlap, however, in tandem, teams should realize that there is a distinct difference between managing the correct application of criteria with what is the best strategy for winning. That may involve the lead vehicle, either in Run 1 or Run 2, deviating from a strict application of criteria used in single vehicle runs and what strategy is best for winning. Each team and driver will have to determine their own strategy, and the judges will be applying the rules and the guidance in drivers' meetings to be the most consistent with rules and criteria, taking into account the various things that occur on course in the course of a tandem battle.

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.

"Perfect Qualifying run" refers to the historical precedent when Qualifying was the basis for lead driver responsibilities in tandem. Since there is no longer any qualifying, this language only applies in concept, not in reality. A lead drivers run should always be consistent with idea that the driver is running a solo qualifying run and running the appropriate line dictated by the judges in each driver briefing.

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 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.

The concept of Mimic is weighted 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 **coupled with maintaining proximity, 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. It is not enough to compare, "lead to lead and chase to chase" to determine a winner. The judges need to also look at which driver did better overall in all aspects of the judged criteria.

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.

A judge may use a OMT anytime they feel that the battle is undecidable, however, OMT's are intended to be used for **superior** runs on both Run 1 and Run 2. Should those conditions not exist, judges will use the existing tools in their disposal to decide a winner, be it the driver who had the better lead or who utilized the judging criteria more completely than the other driver.

As of 2025, The Seeding bracket is limited to one "OMT" per battle.

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.

Whenever there may be an open spot in the Main Event Top 32, the next highest finished driver(s) from Seeding will be entered to complete and fill an entire Top 32 bracket.

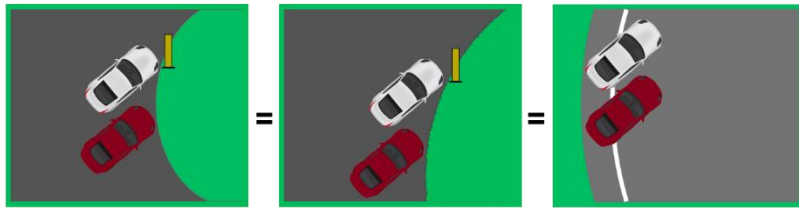
4.1. TANDEM JUDGING CRITERIA

4.1.1. LEAD DRIVER GOALS:

- Run the best possible lead run with line, angle, initiation and transitions as dictated by the judges in the drivers briefing
- Run a chaseable lead run
- Follow the MOMENTUM MAP

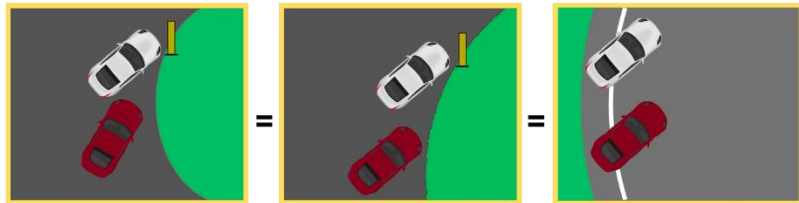
IDEAL

Close proximity with matching angle. The positioning of the chase car next to the lead car will depend on the lead car's proximity to the walls, inside clips and the edge of the track surface



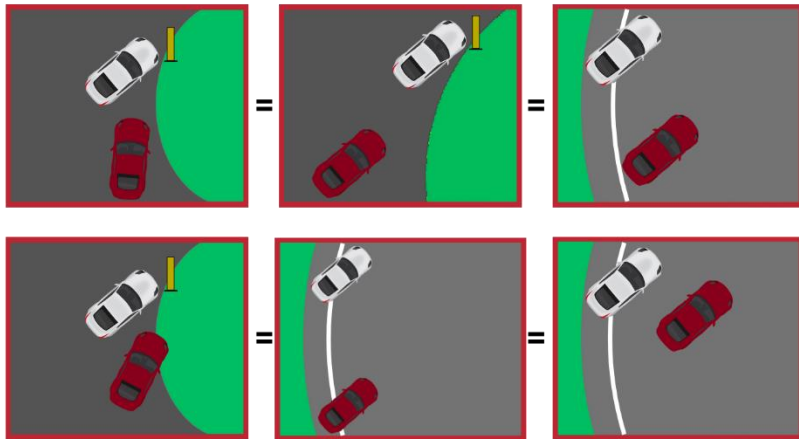
COMPROMISE

Close proximity with slightly less angle or slightly less proximity with matching angle. Both are viewed as an equal compromise to the ideal chase above.



POOR

Close proximity with very low angle, very low proximity with matching angle or poor angle, line and proximity are viewed as equally poor chase positions to be in.



4.1.2. LEAD DRIVER COMPROMISES:

- Less angle than the “perfect qualifying run”
- Tighter line than the “perfect 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

4.1.5. LEFT FOOT BRAKING

Left foot braking is an allowable technique that helps control the balance of the vehicle in drift as well as assisting the vehicle to rotate to the desired angle. It is also a tool that assists the driver stay high on a bank, for example.

- The Lead driver holds the responsibility of using Left Foot Braking only as is necessary to control the vehicle and to maintain a natural pace and momentum of the vehicle. Overuse or abuse of Left Foot Braking that results in the Lead vehicle slowing or Decelling improperly, that also clearly has an effect on the Chase driver while in proximity may result in the Lead Driver being penalized for the effect to the Chase driver, should the Lead create an unpredictable situation for the Chase. The Lead driver can also be penalized for improper application of Left Foot Braking while the chase is not in proximity and will be treated as any other mistake.

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 3) 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.



Figure 3

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 – Defined as over-rotating the vehicle to approximately 180 degrees from the intended direction.
- Loss of Drift which is defined as either of the following:
 - The front wheels going to zero degrees for one second or more
 - One second of stopping the required forward path (going off-line at angle and stopping or slowing aggressively with the front wheels still at angle).
 - The start and end of the one second of the timing process is up to the judges to apply, but should be the length to normally say, *One Formula DRIFT*. Judges count is under the Judges interpretation and therefore not ground for any Appeal.
 - If the vehicle settles during a run, loses flow and momentum and generally pauses in drift, an Incomplete can be deemed for this action.
- Opposite Drift with a reduction in momentum – Defined as drifting with the opposite angle required at that point on course combined with losing speed, momentum or the appropriate pace for that section of the course.
- Hood, hatch, roof, trunk and/or doors opening during the lead run that is deemed a plausible distraction to the chase driver by the judges.
- 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
- If a driver loses a unique part of the vehicle due to poor installation or preparation that causes an effect to the other driver such that their ability to perform is highly diminished, the judges may give the driver who lost the part an Incomplete or take into account that situation as a negative effect on that vehicle in judging. Some examples might be: wheels, doors, exhaust or large parts of the chassis, etc. Typical examples of bumpers coming off through the natural course of competition are not applicable.

4.3.1. LEAD DRIVER INCOMPLETES:

- If the lead driver Incompletes anytime on course, the run is deemed over at the point of the Incomplete. The chase driver may go around the lead if he is spun or stopped to avoid a safety issue.
- If the lead driver Incompletes and remains in front of the chase driver (EXAMPLE: lead driver straightens or stops drifting but continues forward progress) and the lead continues to drive and finish the course, the chase driver may do so as well, but strictly from a judging point of view the run is over at the point of the Incomplete deemed by the judges.

4.3.2. CHASE DRIVER INCOMPLETES:

- If the Chase driver Incompletes the chase will receive an Incomplete for that run, however the Lead driver must continue the finish the course to receive a completed and judged run because

he is unobstructed and not affected by the Chase who Incompleted behind him, independently of any other factors.

4.3.3. INCOMPLETE EXAMPLES:

- If a Tandem Battle has an Incomplete in both Lead Runs, the result is an automatic OMT.
- If a Tandem Battle has an Incomplete in both Chases, the Lead runs from both drivers can be compared and either a winner or a OMT can result as determined by the Judges
- If a Tandem Battle has Incompletes by both the Lead and the Chase in the same run, the previous or the next run will determine the winner, be it judged equal, Driver A or Driver B by the judges. The judges will use the Lead and Chase Driver Responsibilities and Compromises to determine who did better in that run, Driver A, Driver B or OMT.

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. (Figure 4)

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.

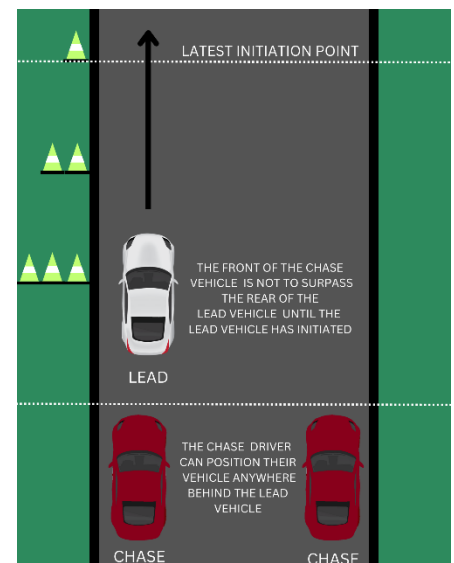


Figure 4

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, 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, but a sliding scale will be used to compare both runs in Tandem.

In the event of weather or other circumstances that does not cause cancellation of competition, the judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.

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 Judges.

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 bracket 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 (see example below), 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 who may continue in the competition.

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 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.

Drivers involved in a situation in Run 1 where one or both vehicles 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 Judges.

If a chase driver independently Incompletes and then subsequently makes contact with the Lead Driver and is deemed at Fault, the run will be over and the chase driver charged with the Incomplete.

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.

If a chase driver independently Incompletes and then subsequently makes contact with the Lead Driver and is deemed at Fault, the run will be over and the chase driver charged with the Incomplete.

5.5.TANDEM TIRE DEBEAD OR DAMAGE

Rear tires are required to make two consecutive runs.

If a debead occurs on Run 1 the tire may be changed using a Competition Timeout if the debeading has occurred from rim/tire damage due to Contact.

A vehicle will not be allowed to leave the line with a currently debeaded or previously debeaded tire.

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. **If changing the front tire is allowed it will require use of a Competition Timeout.**

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 as a result of the team or driver tampering with the decel system, he she/will be removed from competition or penalized by the Competition Director.

If a Decel Light is not working for technical issues and cannot be fixed in time for competition, the vehicle may run in competition and the judges will default to making their best judgment on the run should something have occurred where the Decel Light would have been useful.

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.

Competition Timeout’s are allowed to be used during THE “Seeding Bracket” and Tandem Elimination battles. One (1) Competition time out maybe be used in “Seeding Bracket” and One (1) Competition timeout may be used in 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

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 APPEALS

In 2025, Competition Appeals are the only form of corrective action to be taken in the general competition. Competition Protests are no longer available.

10.1. COMPETITION APPEALS STANDARDS

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

Appeals 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**. The action with regards to Formula DRIFT Appeals is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.

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

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

1. Is the Appeal valid?
 - A valid Appeal asks the question, would the action in question have resulted in an incomplete or a change of result to the driver being appealed?
2. Is the Appeal sound?
 - A sound Appeal means that the claims are incontrovertibly true.

3. If a Appeal is found to both valid and sound, the Appeals Committee will then decide how to adjudicate the battle. The committee, in most cases will award the points the driver lost as a result of the losing the initial decision, however the committee reserves the right to remedy the situation however it is deemed the fairest.

10.2.COMPETITION APPEALS FILING

Post event appeals are eligible if the following conditions have been met:

- An appeal must be filed via email to Kevin@formulad.com by 8am P.S.T. the following Monday of the event.
- The appeal must be professional and in writing presenting the facts of the case and any additional information.
- Include the following information:
 - Event name:
 - Driver name filing the appeal
 - Battle under appeal _____ vs _____
 - Brief description of the appeal
 - Rulebook section in appeal
- Appeal fee of \$250.00 will be sent via Square Invoice and paid in full prior to the Appeal review.
- Any outside (non FD media) and or public discussions regarding the incident prior to the appeal process will void the Appeal.

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.

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 solo run to prove that the mechanical condition of the vehicle is capable of drifting and 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.

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 wall.

Correction - When a driver makes a visible adjustment to the angle or the line of the vehicle to get back into the desired position on course.

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 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.

Judges - There are 3 official Formula Drift judges that attend each round of the Formula Drift Championship series. The judges are responsible for relaying the desired line, initiation, angle and transition requirements to the drivers during the driver's meetings. During tandem battles, they watch both lead and chase drivers compete against one another to determine a winner.

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.

Perfect Qualifying Run- refers to the historical precedent when Qualifying was the basis for lead driver responsibilities in tandem. Since there is no longer any qualifying, this language only applies in concept, not in reality. A lead drivers run should always be consistent with idea that the driver is running a solo qualifying run and running the appropriate line dictated by the judges in each driver briefing.

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.

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 solo 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 competition run. If the vehicle cannot immediately make the competition run, a Competition Timeout will be called if they choose not to forfeit that run.

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 Initiation, Angle, and Transition(s).

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 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.

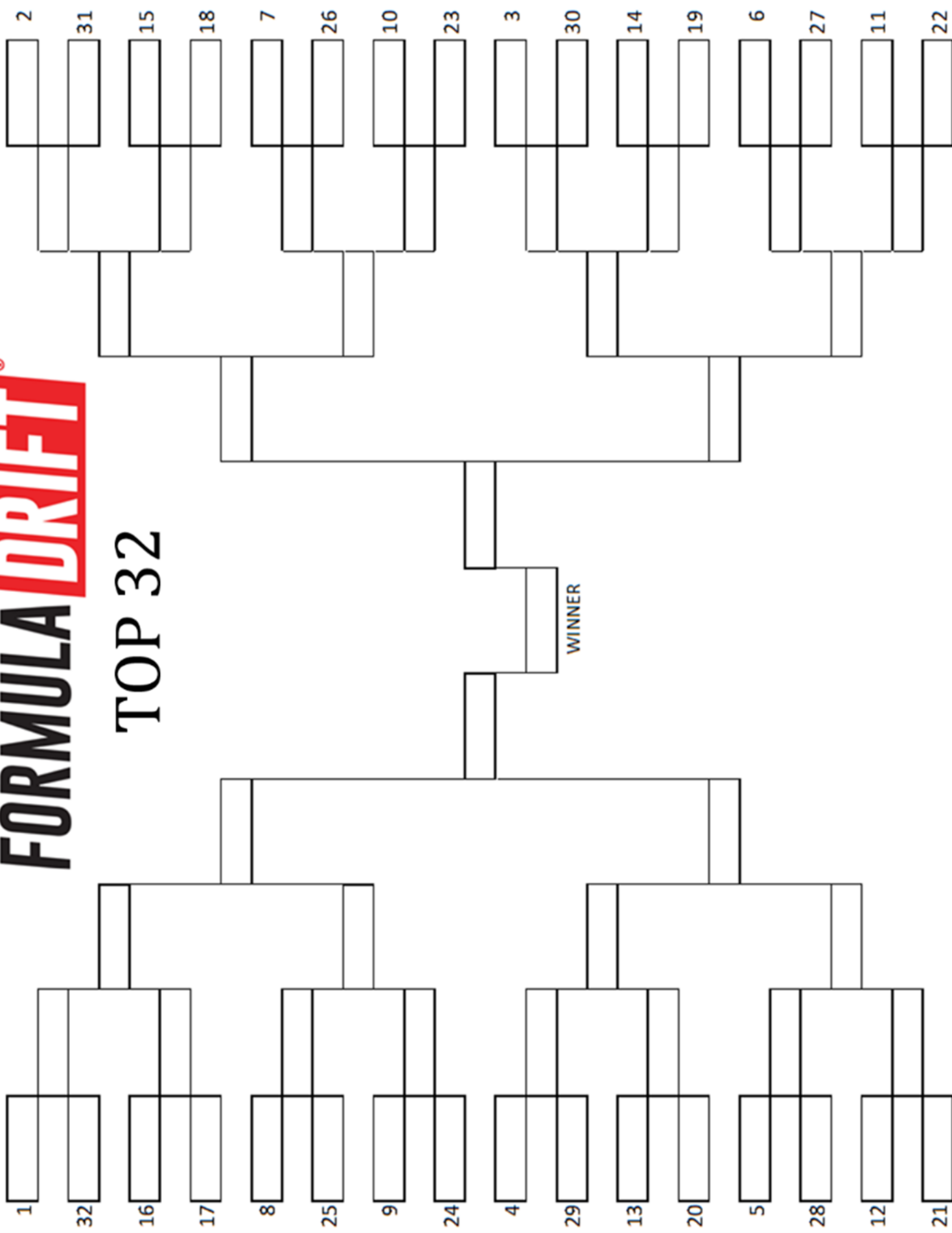
Touch & Go - An area, generally on the outside of the course along the edge of the pavement or along a wall or barrier, that has been clearly marked and may be used as a reference for both the line and angle judges to judge competency in their respective criteria. Unlike an outer clipping zone, which 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.

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

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