

General Regulations

Conduct

1. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
2. Verbal or physical abuse of anyone will not be tolerated. Minimum suspension of one (1) week to be decided by the program director.
3. Drive legally and considerately while in route to any event. The Sheriffs and public are watching.

Disciplinary Action

The program Director or track management shall have the authority to assign disciplinary action for breach of rules or any action deemed harmful to the program or facility.

Disciplinary actions include but are not limited to:

- Verbal or written reprimand
- Suspension from participating for a specified duration
- Loss of series championship points
- Loss of series payout and / or prizes

Pit and Site Rules

1. Every vehicle driving in the event must have a fire extinguisher readily accessible and in plain sight located in the driver's pit spot for the duration of the event. Cars without a trailer must have minimum of one 5lb extinguisher. Cars with a trailer must have one 10lb or two 5lb extinguishers. The extinguishers must be fully charged and should be rated 2A:10B:C or 10B:C at minimum. You must have your extinguisher(s) with you at tech inspection for verification.
2. No un-necessary noise in the pits (revving).
3. Pit Speed limit is 10 mph. Vehicle speed shall be at a walking pace in congested areas. Speeding violations are subject to removal from the pits without refund.
4. Drive 10mph or less unless on track.
5. Areas such as the course, start line, and grid are off limits for spectating. Access to these 'hot' areas are to be limited to minimum number of personnel appropriate for the area.
6. No personnel may enter a "hot" course without approval from course control.
7. No riding on trailers, racecars, or tow vehicles.
8. Burnouts/aggressive driving is prohibited off the track.
9. No open toed shoes (sandals, flip-flops, etc.) are allowed to be worn in the pit area. All drivers, passengers, mechanics working on cars, media, and staff working on track, in tech, in grid, or staging must have full length pants.
10. Refueling of cars is prohibited in the Pre-Grid, Grid or Start areas, or as otherwise specified. Fueling is only allowed in designated fueling areas as assigned by the event director, or in the team paddock space. Extreme caution should be taken when refueling a car that has not completely cooled. When refueling, there can be only two people within a ten (10) foot radius of the re-fueling activity. Re-fueling must not be done under a canopy or in an enclosed space. One person must have a 5lb or larger fire extinguisher in hand for the duration of the re-fueling process. Violations of this rule are subject to removals from the premises without refund at the discretion of the event director.

11. Anyone injured at the Speedway must check in with our medical staff before leaving the grounds to seek medical treatment. If you don't feel well after leaving the racetrack, consult your physician immediately!!
12. No obscene messages or images are allowed on vehicles in the pit area or on track. Objectionable material must be removed or covered.
13. All drivers must attend the drivers meeting – NO EXCEPTIONS!
14. No glass containers. no alcohol. no drugs. no weapons.
15. All repairs are to be made in the pit area or in the designated grid area during competitions.
16. At the end of the event make sure all your trash is thrown away and your pit space clean. Dumping of fluids or tires is strictly prohibited. Please help us keep the track clean!
17. Pit vehicles are allowed within reason No pit vehicles allowed in the “hot” areas. This is a privilege. Treat it as such.
18. No open flame containers for cooking.
19. The facility reserves the right to remove anyone from the pit area without refund for individuals who continue to act in a manner that endangers the safety of others after receiving a warning.

Course Rules

1. All driving is first come first served. Late arrivals will not be given any special treatment or extra runs.
2. Know the course and drive it properly – failure to do so may result in collisions.
3. Never drive backwards on the course for any reason.
4. If you spin, regain traction and complete the course as quickly as possible. After the second spin clear the course quickly without drifting to prevent holding up the driver behind you.
5. Prepare in advance and be 100% ready to go when you are called to the line. All occupants must have helmets on and seat belts fastened before leaving staging, grid, or the start line.
6. Do not exit the car while on track unless instructed by an official or the car is on fire or rolled over.
7. If you are stalled on course and need assistance use a waiving motion inside the vehicle cabin to signal to the corner workers so they know it is safe to approach.
8. Testing to verify car function is only allowed in the designated area. The driver must contact a Drift Colorado official for approval. The official must have a radio, request permission from race control, and serve as a lookout outside of the car during the entire test session.
9. Tire warm up burnouts may only be done in the approved area in grid during your run group. Ask the grid official for direction prior to doing a burnout anywhere other than at the start line when you are next in line to run.
10. If you are not at the start line or taking a run on course the pit speed limit applies. Any driver who breaks traction or drifts on the way from staging to grid must be put in the penalty box and will lose the first run of that run group. Repeat offenders will be subject to removal from the pits without refund.
11. If a car is found to be leaking fluids the car is required to immediately proceed to the pits to fix the leak in a manner that will spill the least amount of fluids on the track surface. The leak must be repaired and a tech official must inspect the repair and verify the leak is fixed before the car can be let back on the track. Any runs missed due to a fluid leak cannot be re-run and the driver must return to the current rotation for their run group.
12. Hatch backs must not come open at any time during a run. If any doors, hoods, or hatches come open during a run the issue must be fixed prior to taking another run.
13. All occupants are required to keep all body parts inside the vehicle while it is moving.
14. Windows must be all the way up or all the way down. Passenger windows must be all the way up when a passenger is in the seat.
15. If you crash you must be cleared to drive by the EMT and your car pass Tech Inspection before resuming driving.

16. When exiting the course do not drift after the finish line and slow to pit speed before re-entering grid.

Flag Signals

Several flags are employed to give drivers notice of course conditions. It is the drivers responsibility to know where the flag stations are prior to taking a run and to check the stations during the run and obey all signals.

The first failure to observe flag signals will result in a warning. Further failure to observe flags will result in suspension, change in run groups, or removal from event without refund.

- Green - Go! Session is started or you are clear to proceed after a red flag course stop.
- Yellow - Caution, hazardous condition ahead. Drifting is allowed but slow down, look ahead, and be prepared to stop quickly.
- Red / Orange - Full course stop. A dangerous condition exists and all drivers must come to a complete stop off line on the inside of the track as quickly as possible. Stay stopped until directed to proceed by a track official.
- ANY color - Furled and pointed at driver = Warning. You'll usually know what you did wrong but if you don't take it easy and drive under control.

Competition Format

GENERAL

Drifting is a driving technique in which the driver takes the line that is decided upon by the judges of the event. Generally this line is one that provides the highest speed and angle the car is capable of handling.

The Drift Colorado Championship consists of a scheduled number of Championship “Rounds” in which drivers compete in a single elimination bracket. Drivers individually compete “head-to-head” against other competitors in single elimination runs on an open course layout. Competitors progress through a “competition bracket” and are awarded points towards a season championship.

Head to head “Runs” are judged and scored based on a number of pre determined criteria with the higher scoring entry moves on to the next level of the bracket. Points are awarded based on finishing order and cumulative season points will determine the championship order.

The criteria for judging are as follows:

A) SPEED:

Speed is the only non-subjective criteria. Speed is used by monitoring a drivers speed at a specific part of the course. Each course will have a minimum of one, but possibly two speed areas. Speed will be captured at those areas and given a designated points scale based on the average speed generated through the weekend from the driver pool. This system helps those drivers that may gain an advantage in points by “drag racing” to a certain speed zone.

B) ANGLE:

The maximum steering angle at which a driver can maintain and control his/her vehicle throughout the marked course.

C) LINE:

The drift line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points and zones, and outer clipping points and zones, and transition zones. Inner Clipping Points are reference points on the course where the vehicles front bumper should come as close as possible to the reference point. Outer Clipping Points are reference points are scored by determining how close the corner of the vehicle’s rear bumper comes to the point. Transition Zones are areas on track where the direction of the line changes and vehicles must change the direction of their drift. Scoring will be based on the execution of the transition. The drift line will be given during the drivers’ meeting.

D) STYLE/IMPACT:

Style is probably the most subjective part of the drifters’ runs. Style is just what it sounds like: The drivers overall ability to take the specific judging criteria and display it is the most personal way each driver can. That is the essence of style.

QUALIFYING

All competitors will be required to “qualify” in order to make the competition.

A) Qualifying Scoring

In qualifying, each judge will be assigned to Line, Angle, or Style. Each judge will have a possible 30 points to award in .25 point increments. The judges combined scores plus a possible 10 speed points that will be determined by measuring speed. Qualifying score ties will be resolved by the driver with the higher measured speed.

B) Spinouts:

Anytime a driver spins out or experiences major under-steer during a run, a 0 score will be awarded.

C) Off Course

Unless otherwise specified during the judging meetings, if at any time 4 tires or more are off course during a run, the driver will be given a score of “0”.

D) Clipping Zones

Cones or other similar marking will denote all clipping points, either inner or outer. Anytime an “Inner Clipping Cone” is hit, the vehicle will be considered to be off course, and points will either be deducted or the driver will be scored a 0, depending on the severity of the hit. Hitting an “Outer Clipping Cone” with anything other than the driver’s rear bumper will be counted as off course and will be scored a 0. (ie. hitting the cone with the rear tire, door, etc.)

Slight contact with a wall or cone in the “Outer Clipping Zone” will not result in a point deduction if the hit does not disturb or affect the course of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain good line, speed, and angle. If the hit occurs at any other point on track other than the marked “Outer Clipping Zones” points may be deducted. If a spin or major under steer results from contact with an “Outer Clipping Zone” an automatic score of 0 will be given.

E) In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by rank, or by previous season points.

TANDEM ELIMINATION ROUNDS

Tandem rounds are based on two (2) runs, in Head-to-Head format, with competitors paired up based on seeding position. The higher qualifier will lead the first run and the second led by the lower qualifier.

The critical success factor is for the lead car to be able to run the course without error while being pressured by the chase car. The chase car is to try and “out drive” the lead car. Driver consistency during a tandem battle is critical.

A) Lead Car

The lead car must be able to clear the course without making any errors due to distraction or pressure by the chase car trailing close behind.

B) Chase Car

In general, the chase car needs to treat the lead car as a moving clipping point. The chase car needs to run the same basic line as the lead car. Taking a lower line than the lead car will result in a loss of advantage. If the lead car is off line, then the chase car will gain advantage points by staying in close proximity to the lead car. The chase car should keep as close to the lead car as possible to gain the advantage.

C) Passing

Passing is not encouraged during tandem battles. Passing is only allowed if the lead car is well off line, or is clearly specified by a judge in the drivers meeting. Passing must be executed in a safe and professional manner. A safe pass is one that is done in such a way that the car being passed does not lose any speed after the pass is complete. Passing must be done while in drift, without interrupting the line of the car being passed and in the proper line. If a pass results in contact, the passing car may be penalized.

COLLISIONS

Vehicle contact in drifting is something that Formula DRIFT recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows.

A) LEAD CAR:

The lead car must be required at all times to run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that driver. Untypical speed is defined as speeds of equivalent measurement from qualifying speeds. Some slight variance (+5, -5) is in most cases acceptable.

If the lead car loses drift, goes off line or reduces speed too drastically in comparison to that particular driver's qualifying speeds and the chase car hits the lead car, the lead car will in most cases be deemed at fault for the contact. It is each individual judge's job to ascertain fault. There may be circumstances where the lead car is not at fault for the contact, but this will be left to each individual judge to ascertain fault.

B) CHASE CAR:

The chase car is required at all times to follow and chase the lead car. The driver of the chase car is encouraged to know the approximate speed of the lead car through the entire course. If the chase car makes contact, in most cases that driver will be deemed at fault for the contact unless otherwise noted as per above. Contact known as "rubbing" is acceptable, however the chase car cannot affect the lead car where loss of drift or loss of line occurs.

C) DAMAGE DUE TO CONTACT:

Once contact is made and damage occurs to either vehicle, the Judges using majority rule will ascertain fault. If damage due to contact occurs, both drivers have a right to have their spotter enact a "5 Minute Rule." It is expected that in most cases damaged vehicles can be repaired in this time frame.

In some cases, damage sustained to the vehicles may require more time to repair. At this point ONLY the vehicle not at fault may ask for additional time. (NOTE: This does not preempt teams ability to call 5 Minutes for other purposes). In the spirit of time and the show, the CHIEF STEWARD also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The CHIEF STEWARD will re-assess the vehicle between subsequent head-to-head match up's or even at the end of the round.

In most cases Formula DRIFT will encourage teams and drivers to finish the head-to-head match-up, but there will be cases where vehicles may not be able to be repaired or contact happened on the last run of a head-to-head in which case the judges can make a call on the winner of the match.

If a team cannot repair their vehicle and the team was also not at fault during the incident, a Formula DRIFT official will verify that indeed the car is not repairable in time for the next round and declare the driver the winner of the match. The driver may move onto the next round or if the damage is too extreme, may exit from the competition.

PACE ZONE

A pace cone, or comparable marker, may be placed on the starting straightaway to keep the Tandem Battles fair and close together. The use of a Pace Zone will be specified during the driver's meetings.

TANDEM ELIMINATIONS

Three Judges will observe both runs during a head to head battle. There will be no declaration of scores between the two runs. At the conclusion of the head to head battle each judge will individually declare a winner. Judges are allowed to converse but are not permitted to show their written winner to any other judge. Judge separation devices may be used. Judges will select from three options:

- Driver "A" wins
- Driver "B" wins
- "One More Time"

The majority will rule and a winner will be decided. In the event there is no clear majority, a "One More Time" will be granted, and the competitors will begin another 2-run head-to-head battle. Multiple "One-More-Times" may be necessary to determine a winner.

Examples of Decisions:

| <i>Scenario</i> | <i>Decisions</i> | | <i>Winner</i> |
|-----------------|------------------|----------|---------------|
| 1 | Judge 1 | Driver A | Driver A |
| | Judge 2 | Driver A | |
| | Judge 3 | Driver B | |

| <i>Scenario</i> | <i>Decisions</i> | | <i>Winner</i> |
|-----------------|------------------|---------------|---------------|
| 2 | Judge 1 | Driver A | Driver A |
| | Judge 2 | Driver A | |
| | Judge 3 | One More Time | |

| <i>Scenario</i> | <i>Decisions</i> | | <i>Winner</i> |
|-----------------|------------------|---------------|---------------|
| 3 | Judge 1 | Driver A | One More Time |
| | Judge 2 | One More Time | |
| | Judge 3 | One More Time | |

| <i>Scenario</i> | <i>Decisions</i> | | <i>Winner</i> |
|-----------------|------------------|---------------|---------------|
| 4 | Judge 1 | Driver A | One More Time |
| | Judge 2 | Driver B | |
| | Judge 3 | One More Time | |

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 may be used to communicate whether a driver properly scores the clipping point.

SPOTTERS

A Spotter Stand will be placed in a comparable area to the judge’s stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, a designated team spotter is recommended in the Spotter Stand.

5-MINUTE TIME OUT

To maintain safety in the competition, during tandem competition runs only, teams may call for a 5-minute grace period to make any necessary repairs. 5-Minute Time Outs are not allowed for Practice or Qualifying. 5-Minute Time Outs are not to be used for strategic purposes and teams must minimize 5-minute requests to keep the event progressing on time. Only the designated Team Representative will be allowed to request the 5-Minute Time Out, and it must be made through a Drift Colorado OFFICIAL. Only the CHIEF STEWARD may grant a 5-Minute Time Out. Team will not be granted a 5-Minute Time Out if it is believed to be unwarranted.

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 5-Minute Time Out per bracket round. Additional and concurrent 5-Minute Time Out requests are not allowed unless cited in other sections of these rules.

VEHICLE SERVICING DURING TANDEM

Competitor vehicles cannot be serviced by their crew between the first and second runs of a tandem round. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, etc.

TOP 16 FORMAT

16 drivers will compete in single elimination head-to-head battles and win his/her way through a standard 16-Driver bracket. Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

Points Awards

Qualifying Place Points

Score

- Q1 - 8
- Q2 - 7
- Q3 - 6
- Q4 - 5
- Q5 - Q6 - 4
- Q7 - Q8 - 3
- Q9 - Q12 - 2
- Q13 - Q16 - 1
- Q17 - Q24 - 0.5
- Q25 and lower - 0.25

Event Place Points

- Winner - 100
- 2nd - 88
- 3rd - 78
- 4th - 69
- Top 8 Eliminated - 61
- Top 16 Eliminated - 54
- Top 32 Eliminated - 20