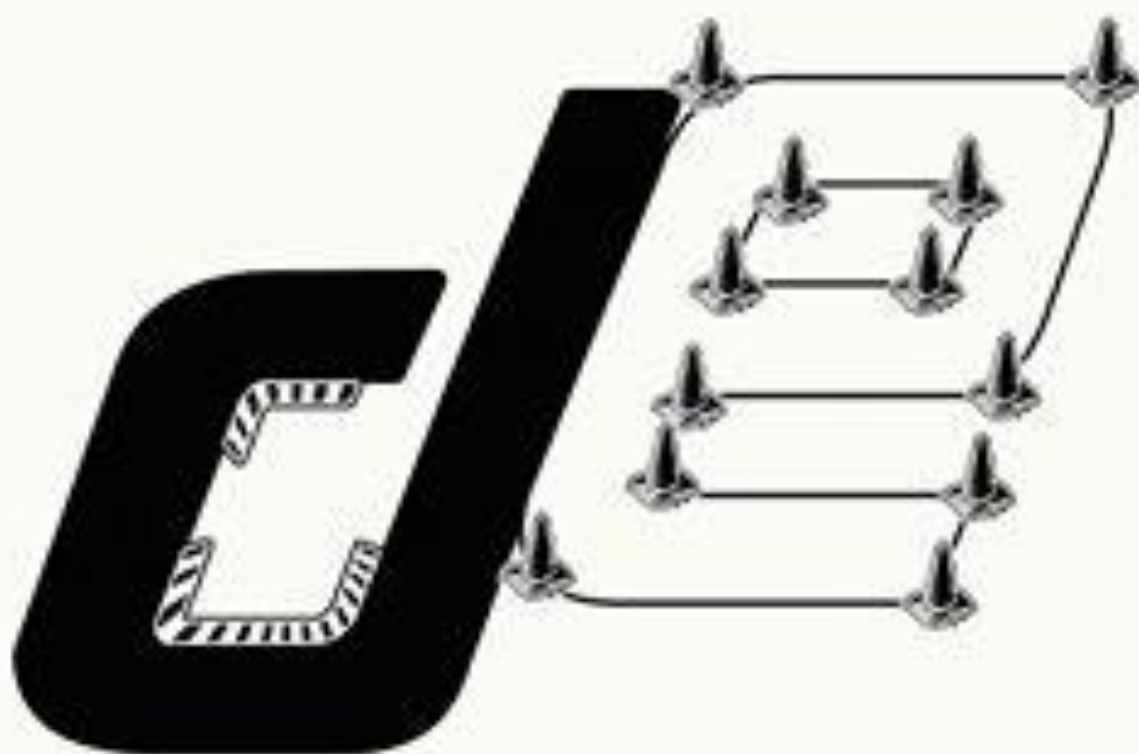


Drift Evolution Competition Rule Book

2022

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DRIFT —————
EVOLUTION

Drift Evolution competition rule book 2022

Thank you for becoming part of Drift Evolution. We love and appreciate our drifting community, and always strive to propagate the growth and community in our sport. We encourage all drivers to participate in qualifying. It's a great way to see your progress first hand and learn what skills you need to develop and focus more on as you grow in drifting. Please do your best to be a positive part of the community, and an ambassador to our sport.

Preparing for qualifying-

At 1200hrs on Saturday the course will be changed to competition layout to give 1 hour to practice before qualifying starts. At 1300hrs, judges will be ready to begin judging drivers qualifying runs. At 1500hrs, qualifying will be over. When you line up for your qualifying runs you will need to be in the tandem lane. The flagger will ask you if you are ready to qualify, your name, and may ask your driver number. When the judges are ready the flagger will send you to perform your first qualifying run. When you complete it, please come straight back to the qualifying lane to make your second and final run. If you have a mechanical issue you want to address before your second run you may return to your pit to address it. But please come back for your second run as soon as possible. If you do not make it back to the line to perform your second run before the end of qualifying your score will be solely based off your first run. Once the judges add up your scores on both runs your higher score will be your final score which will be used to place you in the bracket if you qualify. Sunday morning the bracket will be hung on the tower so you can see where you fall in the bracket for Sunday and how you will need to line up for competition. If during qualifying track clean up must be performed qualifying time will be extended the same day accordingly to insure there is still 2 hours of qualifying.

Qualifying Scoring-

Scoring will be based on a 30-point scale with 3 judges each able to award up to 10 points.

You will be judged on **line, speed, angel**, and **style**.

Line- There will be a set course to follow with clipping points. You will be expected to initiate by designated points and drift as close as possible to inner and outer zones whilst maintaining a fluid predictable line from point to point. For every foot a driver is away from a clipping point 1 point will be deducted from there score. There should be no bobbling or angle corrections thru out your drift. And minimal hand break usage.

Speed- When you leave the line you should leave as fast as possible carrying as much speed as possible into the first corner. Points will be deducted from drivers that slow or hesitate right before initiation. Drivers should be maintaining as much speed as possible while drifting through the course.

Angel- At each corner you should be using as much angle as you can while still maintain good speed and line, staying close to the clipping points.

Style- Points will be awarded to drivers that make aggressive entrees into the first turn. Maintaining maximum speed with big initiations and committing to each turn with snappy transitions as you begin each corner

Spinning out- If you spin out you will receive a zero for that run

Straightening- There will be large points deductions for straightening during judged runs. For every second a car is strait 1 point will be deducted from the drivers score.

Opposite drift- Adding another transition between designated zones or clips that is deemed unnecessary will be a large points deduction.

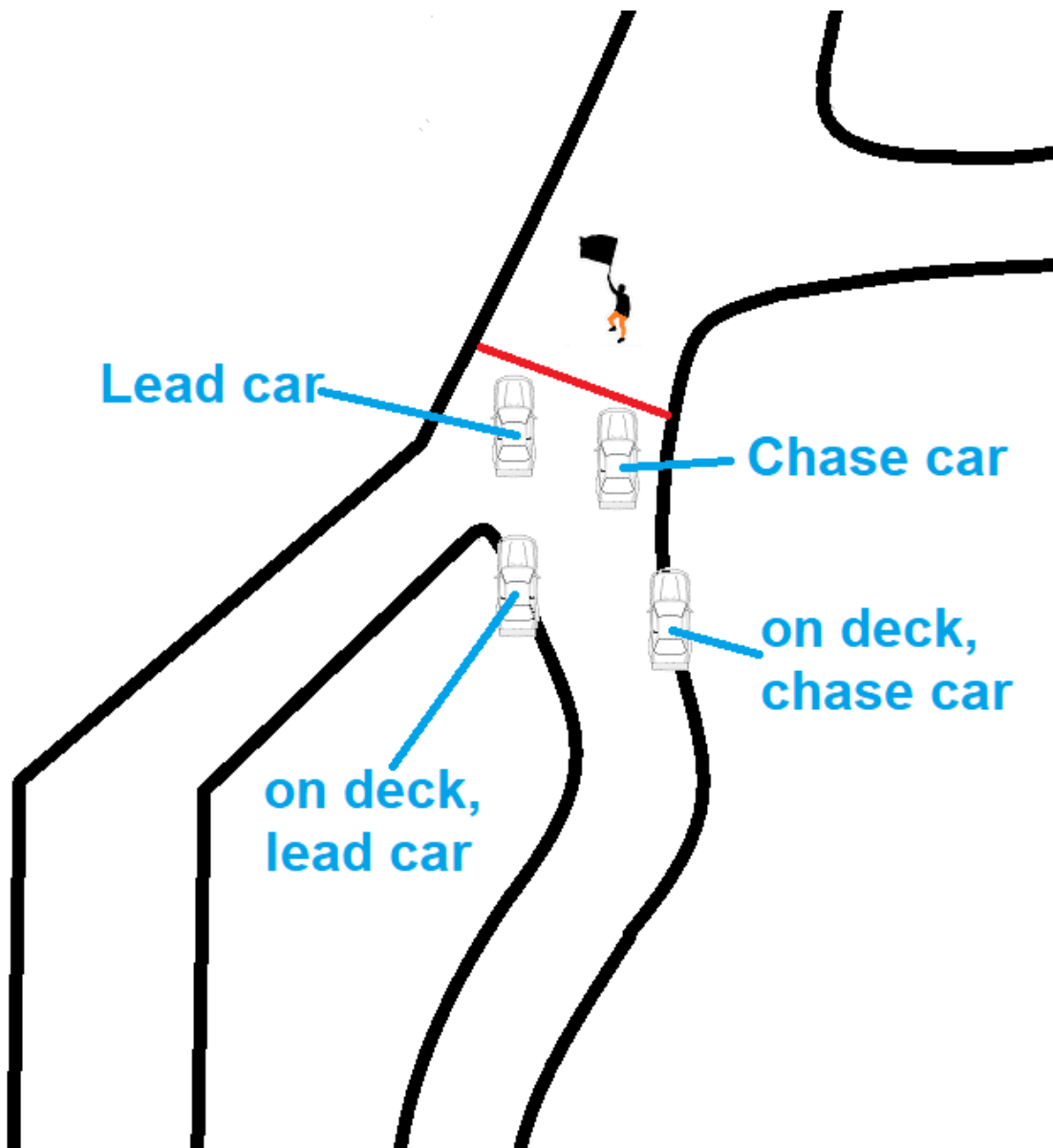
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Off track- 1 point will be deducted every time 1 tire goes off track. If 2 or more tires go off during a run a zero will be awarded for that run.

Prolonged drift- If a driver continues to drift after they pass the shutdown zone points can still be deducted. If the driver spins or drops tires they will get a zero. No additional points can be added after the shutdown zone.

Preparing for tandem battle-

At 1300hrs there will be a driver meeting to go over competition. The judges will re iterate what they want to see from the drivers and address any concerns. When the drivers meeting is over, drivers will line up on grid opposite of the driver they will be running with. Leave room between you for cars to drive down the middle. (refer to illustration below) The higher qualifying driver will lead first and the lower qualifying driver will give chase. Lead drivers will line up on the left and follow drivers on the right. Refer to the illustration below. When the judges are ready the flagger will point at each driver, the driver will acknowledge they are ready, then the flagger will drop both his hands signifying to the drivers to leave the line.

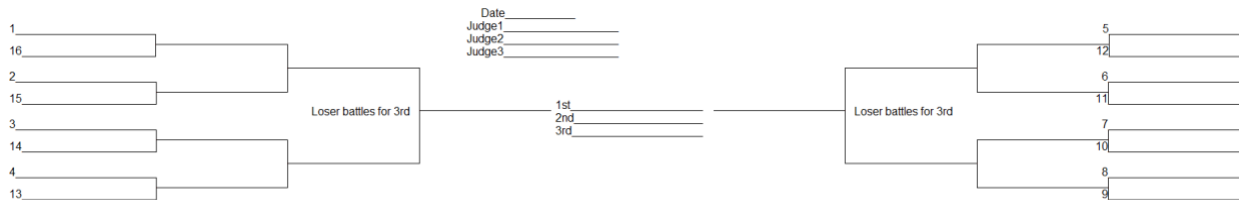


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Switching spots- After the first run is complete the two cars must line back up immediately switching places at the start line. Now the previous lead driver will follow and the previous chase driver will lead. After every run the cars must line back up and switch places until the flagger designates the winner at the start line.

Tandem battle scoring-

Bracketing is arranged with highest qualified drivers facing off against lowest qualifying drivers for example 1st vs 16th, 2nd vs 15th, 3rd vs 14th, etc.... If drivers have matching qualifying scores their lower score will be added to decide with driver scored higher. If both scores match the driver who did there run first will be granted the higher score. If fewer than 16 drivers qualify then by runs will be given to higher qualifying drivers to fill out the bracket. If a car breaks before it is able to compete than the opposing car will get a buy run.



During tandem lead drivers are scored off of the same criteria as qualifying. Chase drivers are expected to mirror the lead driver while keeping the closest proximity possible to the lead driver without interfering with his line. Tandem battles are scored heavily on proximity. If the chase car is more than 3 car lengths behind at any point the case car will be awarded a zero for the run.

If the chase car interrupts the lead cars run, the chase car will receive a zero for that run.

Passing is acceptable only if the lead car is so far off line that the chase car can pass without interfering with the lead cars line.

If the lead car spins the chase car must continue to drift the entire course unless it is not possible to avoid the lead car while doing so. If the chase car does not continue to drift the whole course, they will receive a zero for that run. If the chase car must stop its drift to avoid hitting the lead car, it must continue to drift the rest of the course as soon as possible or get a zero for the run.

One more time- If the judges don't agree on the winner, or its too close to call and they vote "one more time" then the two runs must be repeated for the scoring process to happen again. This can happen multiple times until there is a clear winner. If one of the cars needs to be repaired before the one more time, they can have up to 5mins to repair the car before lining back up. The driver or an official from the driver's team must tell track officials immediately they are calling for 5min before the car pulls off track. The time out starts when they pull into their pit and time ends as they pull out of there pit. If the car is not pulling out of its pit at the end of the 5 min the driver will be disqualified.

5min rule- This is separate from calling 5min before a one more time, and can only be used once per competition. If at any time during tandem comp a driver needs a time out, they (or a member of their team) can call for 5 mins to make necessary repairs to their car. The driver or an official from the driver's team must tell track officials immediately they are calling for 5min before the car pulls off track. The time out starts when they pull into their pit and time ends as they pull out of there pit. If the car is not pulling out of its pit at the end of the 5 min the driver will be disqualified.