

SCALE DRIFT SERIES

OFFICIAL RULEBOOK

2026 SEASON



N.A.C. Official Statement

This is the official rulebook for the North American Championship of RC Drift (NAC). These regulations apply to all sanctioned events held under the NAC, including all Scale Drift Series (SDS) events. All drivers, teams, and event organizers are expected to know and follow these rules to ensure fair and consistent competition.

This rulebook is mandatory for all events held under the NAC from the Scale Drift Series.

***** BLUE HIGHLIGHT DENOTES NEW RULES AND REGULATIONS *****

[EX. "No Non Drift Bodies Allowed. (Rally, Pick Up Truck, SUV, Experimental)"]

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1. Competition Body Requirements

- a) 1:10 scale only body shells are allowed.
- b) ALL bodies used must be painted.
- c) Bodies must have a front bumper or core support that is maximum space is 35mm from the ground.
- d) Body overall length, bumper/bumper is Max 490mm.
- e) The maximum height of the car/spoiler is 150mm.
- f) The maximum tire poke out of the wheel arch is 5mm.
- g) The maximum front protrusion length from the body is 15mm.
- h) The maximum rear protrusion length from the body is 25mm.
- i) Front Windshields are mandatory, either Clear or tinted.
- j) Body changes are allowed until the qualification session starts. If tech was already completed, you will need to re-tech after a body replacement.
- k) No body alterations will be allowed unless there damage occurs. If damage does occur, **RACE DIRECTOR MUST BE ADVISED.**
- l) Lighting is optional; however, if they are a distraction, judges may ask you to turn them off.
- m) Strobe lights are strictly prohibited.
- n) Metal bumpers or metal crash bars are strictly prohibited.
- o) **Sound generators are ALLOWED.**
- p) The competition banner **MUST** be displayed on the **VERY TOP** of the windshield.
- q) Bodies should be based on vehicles seen in major competitions (Formula D, Drift Masters)

During N.A.C. these rules will be STRICTLY ENFORCED!

2. Competition Chassis And Electronics Requirements

- a) Only 1:10 scale RWD drift chassis with a wheelbase of 254-260mm are allowed..
- b) The minimum battle car weight is 1200g.
- c) The maximum overall width is 230mm.
- d) "M" chassis type cars are strictly prohibited for competition.
- e) A maximum total of 20g of screw-on weight is allowed **ONLY** in the mid-front portion of the chassis.
- f) Accessories such as 3D printed parts, metal intercoolers, etc. are allowed.
- g) The Gross Weight for the Chassis and Body is minimum 1430g, with a maximum of 2000g. **MAX Rear Weight 1100g.**
- h) Changing of chassis parts after competition day tech is strictly prohibited. If your vehicle becomes damaged, **ADVISE THE RACE INSTRUCTOR**
- i) On competition day,, A chassis **MUST** be teched before entering qualifications.
- j) 7.4-7.6v (2S) Li-po batteries or an equivalent are mandatory.
- k) Brushless motors are *highly* recommended (8.5T-17.5T)
- l) Boost/turbo timing is allowed.

3.Competition Tires And Wheels Requirements

- a) Reve D AS-01 or track-specific tires are required.
- b) Every car **MUST** run spec tires all around.
- c) Tire modifications or alterations are strictly prohibited.
- d) Dark-colored wheels are allowed only if they are equipped with a visible bright stripe (white or similar).
- e) Metal wheels are permitted **EXCEPT** for metal wheels with protruding faces.
- f) Tire modifications (tire warmer, glue, rubbing) are strictly prohibited.
- g) No tire changes are allowed once the competition has started, other than by a judge's orders.
- h) The competition windshield banner will be provided to the driver once the car is teched: dimensions, weight, and tires are legit. This will mean the chassis is ready to battle.

4. Maintenance

- a) Mechanical repairs are allowed at any moment until the qualification sessions start.
- b) Once the qualifications have begun, mechanical repairs are allowed upon the **Race Director's authorization only**.
- c) While the car is on the track, any needed repair or replacement should be requested to and approved by the Race Director **BEFORE** removing the car from the track. The Race Director then may approve a 5-minute repair window. This would be a single-use allowance, granted per driver and restricted to one

per match . The 5 minutes will start the moment the car is on the table for pitting and the Race Director's authorization is given. **TRACKSIDE REPAIRS ARE STRICTLY PROHIBITED.** This rule does not apply to practice sessions.

- d) Battery replacements are **ONLY** allowed in between rounds track side.
- e) Any mechanical failure or dead batteries will result in a round loss if it prevents the run from being completed.

5. Trackside Etiquette

- a) When a qualification or battle is in progress, you must stay in the area you are currently in and avoid all visual/audio distractions to the judges, drivers, and spectators.
- b) Driving on the track during qualifications and/or battles is **STRICTLY PROHIBITED** if you are not involved in the current race or battle.
- c) The Race Director, judges, and drivers are **ALWAYS** prioritized over spectators for viewing locations.
- d) **DO NOT** crowd the judging area during the competition.
- e) Spotters and Coaches are allowed.
- f) Cheering and clapping are allowed during the qualifications and/or battle.
- g) Complaining and being disrespectful to the judging will **NOT BE TOLERATED.**
- h) Bashing the judges publicly will **NOT BE TOLERATED** and could result in suspension and possible disqualification from the championship.

6. Competition Format

A. General Information

- a) Each of the competition staff shall be as follows: (more details in the Glossary)
 - i) Mechanical tech x1
 - ii) Judges x3
- b) The competition schedule shall include the following:
 - i) Driver Meeting & Track Explanation
 - ii) Practice Sessions
 - iii) Warm-up Session (before Qualifying or battle (Top 64/32) groups)
 - iv) Qualifying Session
 - v) Driver Meeting & Battle Explanation
 - vi) Trophy Ceremony
- c) A chassis replacement is allowed **ONLY** during the practice sessions. Body and competition tires **MUST** follow this chassis replacement. Once the qualifying starts, **NO FURTHER CHANGES ARE ALLOWED.**
- d) Competition chassis tech is **MANDATORY** before qualifying starts.
- e) Chassis/body modification, tweaks, and parts replacement (the adding or removing of weight reductions, wheels, electronics, wing, intercooler, and others) are allowed **ONLY** before the beginning of the qualifying session.

f) Another tech is required if you add or change any parts on a car that has already completed tech. specified

i) The Race Director and Tech **MUST** keep a record of the tech completed for each driver.

g) Battery replacement and chassis adjustments are the only changes allowed after the qualification session starts.

h) Two figure-8's are allowed to each driver before the qualifying run and battle in the burnout box or permitted area designated at the driver's meeting.

i) A driver **MUST** follow the rules and regulations at all times.

j) A sanction will be imposed if a driver is caught not following any of the rules .(refer to 7.F.)

k) It is your sole responsibility to be on time for, listen to, and ask questions during the driver meeting.

l) It's your sole responsibility to be on time and present on the track for your warm-up session, qualifications, and battles.

***** NO DELAYS WILL BE TOLERATED *****

m) Drivers **MUST** refer to the Race Director if they have any questions or requests.

n) The event staff (Race Director, techs, and judges) are prohibited from entering this event as a competitor.

o) Judges are permitted to ask for a chassis tech at any given time during the competition.

p) A 'visual show' may award more style points.

q) Early and/or aggressive initiation before the marker is good for style points.

- r) A chaser doing a tight transition close to the leader's rear bumper is good for style points.

B. Track Boundaries And Specs

- a) The track walls act as the track boundaries unless otherwise specified at the driver meeting.
- b) An outer zone without a wall shall be marked on the track with tape for reference.
- c) The outer zone width should be at least 6 inches deep and should be proportional to the track dimensions. It should offer the best visibility for both the drivers and judges. The outer zone may also have a center indicator for visual purposes.
- d) The Inner clip may be denoted by a cone, a wall, or tape on the track.
- e) The inner clip shall be made of three lines spaced together
- f) one inch (2.5cm) from the obstacle used as a marker.

C. Practice And Warm-up Sessions

- a) The practice or warm-up session starts when announced by the Race Director or the judges.
- b) Driving on the track before the session starts is **STRICTLY PROHIBITED** and will result in a sanction being applied
(refer to 7.F.)
- c) All rules are in effect for the entire duration of the event.
- d) The length of practice sessions shall be determined by the Race Director and the event organizer.

- e) The Warm-up sessions will have a duration of 5 minutes by qualification group, and battle group in the Top 64 and Top 32 only. There will be no warm-up after the Top 32.

D. Qualifying Session

- a) The qualifying order is randomly chosen at the first event. The championship ranking will be used for other events following. The final ranking will use each driver's regional score to sort the qualifying order.
- b) The pre-registered drivers for the first event will have priority for the raffle of positioning. A primary raffle will be conducted using the pre-registered driver's names only.
- c) Each driver will have 1 qualifying run.
- d) In a 32 driver bracket, The top 16 qualifiers will be locked into the top 32 spots based on their score.
 - i) In a 64 bracket 32 will be locked in.
- e) Qualifications are judged on four criteria.
 - i) These four are Line, Flow, Speed and Style
- f) Line is the strongest criteria
- g) Style is judged on commitment and angle through zones
- h) Backward entry is **STRICTLY PROHIBITED** during qualification and battle.
- i) The qualification run starts the moment the car leaves the start gate and finishes the moment the car is at a neutral angle past the finish line.
- j) Initiation **MUST** be completed before the initiation line. Failure to do so will result in a 'Zero' in score for the whole run.

- k) Crashing, Spinning, Mechanical Failure, straight, or similar will result in an automatic 'Zero' in score for the run.
- l) The finish line **MUST** be crossed with total control of the car, spinning after the line will result in a 'Zero' in score for the run.
- m) In the event of a tie score for all other positions, the style, angle, and commitment score will be used (in that order respectively) to break a tie. If everything is still equal, the driver's championship score will be used.

E. Qualifying Judging

- a) Two judges are required to complete the qualifying score.
- b) Each Judge will start with 100 points and will deduct points throughout the run. Both scores will be averaged to calculate the final score. Point deductions are as follows...
 - i) Dots = -2pts each
 - ii) Clips = 0pts to -5pts each
 - iii) Slow Speed = -10pts
 - iv) 1 tire drop = -5pts
 - v) 2 tire drop = -10pts
- c) Lack of speed will be an automatic deduction of 10 points
- d) Each judge's job will be announced on the morning of the event.
The jobs will change depending on the competition track layout.
- e) Judges are to be seated together for the event.

7. Battle Rules

A. Event Brackets-Battles

- a) A single elimination bracket will be determined based on each driver's score achieved during qualifying.
- b) For events with less than 56 drivers, the TOP 30 is locked in from the qualification score. A bottom bracket challenge between the additional drivers will be used to fill positions 31-32.
- c) For events with 56 to 64 drivers, a Top 64 bracket will be filled.
- d) For events with more than 64 drivers registered, the Top 60 will be locked in from the qualification score. A bottom bracket will be used to fill the 4 last spots.
- e) Drivers qualifying with a 'Double Zero' can compete in the bottom bracket (in qualifying order) for one last shot at entering the official event brackets.
- f) The driver with the highest qualification position will **ALWAYS** lead the first run of his battle.
- g) The Top Qualifier (TQ) will compete against the 32nd qualifier(1v32, 2 vs 31, 3 vs 30, etc.) for each bracket spot.
- h) For each driver, Each Battle will consist of two runs, one as a leader and one as a chaser.
- i) All Qualifying rules that have been stated up to this point also apply to the battles.
- j) In the 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 be the winner.

k) The winner of each battle will move to the next round. The loser will be eliminated from the competition. Once the last 4 remain, the two Top 4 battle losers (positions 3rd and 4th) will battle for the 3rd place and the two winners (positions 1st and 2nd) will battle for first and second place in the event.

l) One More Time (OMT) is limited to 2 per battle. In the case of a second OMT, Judges need to call a winner. If a decision is not possible, the judges will determine the winner using the last runs, lead and chase runs, for both drivers as reference to make their decision.

m) In the case of a chaser crash in the first run, the second run must be completed as a regular run, without compromise. If this is not completed, an inactive chase results in a 'Zero' in score for that run.

n) No OMT is permitted in Bottom Battle Bracket or Challenges.

o) In the case of 'double zero' in qualifications your registration is the placement you had in the Battle Bracket.

B. Leader's Objectives

a) The objective is to run the best possible lead run with Line, Angle, Initiation, and Transitions, as dictated by the judges in the driver's meeting. (Reference as the Qualifying line).

b) Erratic line, shallow angle, and continuous speed correction will result in an Unchaseable Run.

- c) The lead car **MUST** go on a green light/signal or a Race Director/judge's call. There will be **NO** pre-start or waiting. A failed attempt will result in a bad start, determined by the Race Director or a Judge's call only.
- d) The lead car **MUST** leave the gate/starting line without any barrier contact or chicane start. A failed attempt may result in a bad start, determined by the Race Director or a Judge's call only.
- e) Three bad starts from the same driver will result in a 'Zero' in score for the run.
- f) The leader **MUST** fulfill the clipping boxes, without early exits or line dancing.
- g) Contact with barriers is allowed on the track only if it is not hurting the drift.
- h) Heavy contact with an obstacle may result in a 'Zero' in score for that run.
- i) Braking outside of a decel zone that causes contact will be judged as the leader's fault.
- j) The lead driver **MUST** stay in control of the car at all times, and drive through the finish line.
- k) The lead car has priority at all times.
- l) Tire off rule will be announced the day of.
 - i) i.e. - 4 Tires off total = zero // 3 Tires off Simultaneous = zero

C. Chaser's Objectives

- a) The chaser **MUST** leave room for the driver to perform his run freely.
- b) The chaser's front bumper **MUST** remain behind the leader's car rear bumper from the starting gate to the initiation line.
- c) Follow with proximity and copy (or best) the leader car line, angle, and style for the whole run.
- d) Matching angle (rear bumper proximity) is more important than proximity (front bumper to door).
- e) The chaser **MUST** do a clean and smooth run. Speed, style, and angle will be taken into account.
- f) The chase driver can go before the green light/signal or the Race Director/Judge's call.
- g) Small contacts and bumps are allowed throughout the run by the Chase Car if the Lead Car is not pushed off the line. Hard contact will be judged.
- h) In case of a leader crash, or the leader stops on the track, the chaser is permitted then to stop the run or take the risk and continue the run.
- i) The chaser will get a deduction for a shallow-angle chase.
- j) The chase car is not required to pass through the clipping point, however it is recommended they do.
- k) The chase car **MUST** allow the lead car space to transition and be mindful of the decel zones.
- l) A pass through the inside clipping point may be allowed if permitted during the drivers meeting.

D. Battle Judging

- a) Three (3) judges are required for the event.
- b) Judges are present to make the decisions and analyze what they witness on the track. Respect the judge's decision.
- c) You **MUST** avoid disturbing the judges and let them do their job.
- d) If you don't agree with a call, you **MUST** request a Challenge, fees may apply. (see section E. Challenge Request below) .
- e) Judges **MUST** have access to Replay footage for the competition.
- f) During the run reviews, outside interference will not be tolerated.
- g) A crash or collision during a run will result in a 'Zero' in score or an incomplete run against the faulty driver. Drivers should complete the run regardless unless a stop call from the judges.
- h) **ONLY JUDGES CAN MAKE THE CALL TO STOP A RUN.**
- i) Contact with the lead car, making a small correction, will result in a minor deduction for the chaser.
- j) Contact with the lead car, making it change its path, or go offline will result in a major point deduction for the chaser.
- k) A front bumper dive on the leader car door will result in a major deduction for the chaser.
- l) Contact caused by an excessive speed reduction from the leader, outside of a decel zone, will result in a major point deduction for the leader.
- m) Contact caused by a brake check, a spinout, or a crash from the leader, will result in a major point deduction for the leader.

- n) All the Top 8 cars **MUST** remain on the track until the finals are done for a post-competition tech. The top 3 cars will be tech first, if something is not legit and the driver is disqualified, the next car will be tech, and the new position will be assigned.

E. Challenge Request

- a) A Challenge request is possible only in the main bracket.
- b) Challenge request fees must be paid in cash and are as follows:
 - i) \$15.00 USD (\$20.00 CAD) for Top 64/Top 32
 - ii) \$30.00 USD (\$40.00 CAD) for Top 16
 - iii) \$45.00 USD (\$60.00 CAD) for Top 8 and Higher
- c) Fees collected from challenges shall be utilized to support the event funds of the host track
- d) You **MUST** provide the Judges your faults before your opponents.
- e) Judges have the absolute decision about accepting and validating the challenge request.
- f) After placing the request, you must wait for the results. Do not pester the judges as they do their job.

F. Sanctions

- g) The first sanction will be applied dependant on when the driver failed to observe the rules, as follows:
 - i) During the practice session: the driver will be suspended from all the practice sessions of the event.
 - ii) During a qualification warm-up or a qualification session: the driver will get a Zero for this qualification session.
 - iii) During a battle warm-up or a battle: the driver will get disqualified from the competition.

8. Season Scoring

a) Tandems

- 5 pts awarded for each win
- 1st place awarded additional 3pts
- 0 pts awarded in the battle bracket

b) Qualifications

TQ – 10 pts

2nd – 9 pts

3rd – 8 pts

4th – 7 pts

5th – 6 pts

6th – 5 pts

7th – 4 pts

8th – 3 pts

9th – 2 pts

10th – 1 pt

H. NORTH AMERICAN CHAMPIONSHIP

EACH TRACKS TOP DRIVERS WILL BE LOCKED INTO THE MAIN BRACKET.

ONLY 16 SPOTS WILL BE LOCKED. DEPENDING ON THE AMOUNT OF PARTICIPATING TRACKS EACH TRACK MAY BE AWARDED 2 OR 3 SPOTS IN THE MAIN BRACKET

No Non Drift Bodies Allowed. (Rally, Pick Up Truck, SUV, Any Experimental)

Glossary

Challenge Request : When the judges make a decision and you disagree. You then request to challenge their decision.

Commitment : How consistent a driver can be while navigating 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 or course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.

Decel Zone : Short term use of deceleration zone. The part of the track where drivers are allowed to reduce their speed temporarily.

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

Heavy Contact : Contact with a barrier, a car, a wall, or any other obstacle on the track that makes the car go straight, big wobble, or go off line.

One More Time : 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.

Practice : A time period allowed to drivers where they can drive on the track and make adjustments to their chassis, usually occurring before the qualifications period.

Tech : Short for technical inspection, checking the car used in competition to ensure that it complies with the required rules and dimensions.

Top Qualifier : The driver who gets the best qualification score after the qualifying session.

Unchaseable Run : A run where the leader did one or more of the following will be considered as an un-chaseable run: Double Initiation, Back Entry, 3 wheels out, not following the line, excessive wobble, excessive braking, or excessive slow speed.

Warm-Ups : A time period allowed to drivers where they can drive on the track to get ready for the qualifications or the battles.

**ALL RULES MUST BE FOLLOWED THROUGHOUT THE FULL
EVENT UNLESS OTHERWISE STATED BY A RACE DIRECTOR**

**ANY QUESTIONS PERTAINING TO THE RULES MENTIONED
IN THIS BOOK SHOULD BE BROUGHT IMMEDIATELY TO THE
RACE DIRECTOR FOR CLARIFICATION BEFORE THE EVENT
STARTS.**

MOST IMPORTANTLY, GOOD LUCK AND HAVE FUN!