

2024 SERIES JUDGING GUIDELINES & REGULATIONS

MB Drift is proud to have a history of taking drivers who are at the beginning stages of drifting and building them up to graduate from our series and be competitive in Pro-Am and higher competitions.

This is what we see as a true grassroots series. We want these higher-level drivers to come back and share their experience with entry level drivers in a manner that is constructive to drivers and the community. That is why we have laid out the following driver competition eligibility regulations.

****CHANGES FROM 2021 to 2022****

Max rear tire width changed to 245, if there is a 150+ point lead between 1st and 2nd – MB Drift will encourage 1st place to continue on to the next level of competition, and if you have removed the factory

side protection door brace you **MUST** have a roll cage with door bars. This is for ALL MB DRIFT EVENTS, not just competition. MB Drift recommends following the Formula D rulebook for roll cage construction/design.

Driver Competition Eligibility:

Partially adapted from Formula D Pro2 and Pro1 rules

If you have a current ProSpec license or Pro license, you are ineligible to compete in our Grassroots Series.

- If your license has expired and you want to compete in our series, you must submit a petition/application

to MB Drift Series. We review these on a case-by-case basis.

If you have a current/expired Pro2 (ProSpec) license, or current/expired Pro1 license you are eligible for a

discounted driver entry for any MB Drift events. You may also be invited to participate as a guest judge.

- If you are a guest judge for the competition, you get to drive for free for the day.

- We want you to come out and shred, and help others to shred like you!

- We may request your assistance with providing feedback to newer drivers.



If you win the 202x Series by 150 or more points, MB Drift will encourage you to compete at the next level. If

deemed necessary, this may include a restriction on entering competition in the 202x season.

JUDGING PROTESTS

All judging protests for competition rounds must be made to an MB Drift staff member (not a judge or announcer)

within 15 minutes after the competition battle. See the 202x MB Drift Judging Rulebook and Criteria” for more

information.

Additionally – we support sportsmanlike conduct. If you cannot stay composed when discussing rules, regulations,

petitioning a judging call, or if drive with the intent to crash into another car/person – you may be asked to pack up

and go home or be banned from MB Drift events. If you threaten or cause physical violence, you will be banned

from all MB Drift events. Keep Driving Fun - we don't want drama.

THE BASICS OF VEHICLE REGULATIONS

We have no restrictions on what vehicles can come drift, as long as they're safe. Everything should be secured

inside, outside, engine bay, etc. If you've got junk kicking around inside of your car, take it out before you head on

track.

Wheels & Tires: competition limits to 245 width cap for rear tires, no width cap for fronts, and minimum treadwear rating of 180tw. No beadlocks, gluing tires, traction modifiers/chemical compound tire

additives, etc. Between lead and chase runs in competition, you cannot change tires or tire pressure.

During

practice and fun runs, you can run whatever tires you want. If you get down to cords – stop drifting and change

your tires. These get picked up by other vehicles using the track, and can cause physical injury.

Chassis: Cages are not explicitly required (subject to track and insurance regulations per event), but are recommended (especially if you drift an older vehicle). We recommend building the roll cage based on the most



current Formula Drift Rulebook. It should be built from DOM 1.5"x .095 or better tubing. If the cage is not safe

(horrendous welds, sharp pointy bits, grossly incomplete welds, fence post, design may be dangerous to driver/passenger), it may fail tech inspection. If the doors have been gutted and the factory side protection

removed, you must have a cage with door bars. Bash bars should be made from round tubing, and generally

conform to the shape of the body. Tubing cannot extend directly outwards from the vehicle – this can cause

serious injury and damage. You may be requested to cut things off, weld on caps, etc if it is deemed unsafe.

Modifications to the chassis must be fully welded and sealed (ie: firewall or trans tunnel modifications), if it looks

sketchy it probably is – all chassis modifications should be done in a safe manner – if our tech inspectors say it's

not safe, then it's not safe! No arguing! Fix it.

Suspension and Brakes: Brake pedal should be FIRM. If it's spongy, you've got a problem. You MUST have all lug

nuts/studs present on your vehicle. This is an immediate FAIL on tech inspection. Steering and suspension should

be free of play. If it's loose, you might get a warning or FAIL on your tech inspection. If you're retrofitting parts

from another chassis to yours (S14 suspension on Camaro, etc) and want to make sure it's going to be acceptable -

please contact us at mbdrift3@gmail.com. 99% of the time these kinds of modifications are acceptable for our

events, but please check with us before getting to the track.

Drivetrain: Engine swaps are rad. Make sure that you have a coolant overflow, and everything is mounted

properly. Coolant should be water or water with "water wetter", not anti-freeze. If your car is drive by cable – the

throttle body and throttle cable must be working properly and not sticking.

Electrical: Your battery must be strapped down and secure. A ratchet strap or rubber battery strap will work in a



pinch, but next time you must have something solid. NO ZIP TIES OR BUNGEE CORDS. Your positive battery

terminal must be covered – tape is a temporary solution. Long term you should have terminal cover, battery cover,

or battery box lid. You need to have at least one working brake light, and if there is night drifting – you need to

have some type of functional headlight and taillight to be on track.

Fuel System: Make sure it doesn't leak and that your fuel lines are secure/out of the way and routed external of

the driver compartment. Fuel cells must have a firewall between the driver compartment and fuel cell mounting.

Fuel cells must have a proper vent/overflow, and it be vented either to the exterior of the vehicle, or behind the

firewall.

Body: Doors must retain the factory crash bar if you do not have a cage/door bars. Also, cars look better with body

panels. If you want rad pictures or video of your car, it needs to look good, or you need to look good driving it. The

latter is easier if it has body panels. If a body panel becomes unlatched during a competition battle, it is at the

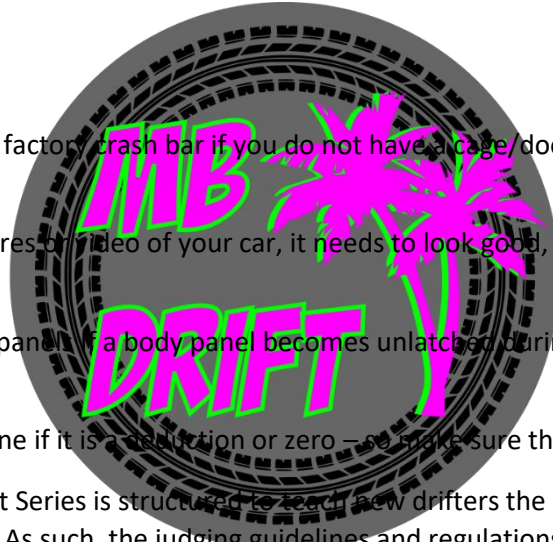
judges discretion to determine if it is a deduction or zero – so make sure they are secure.

The MB Drift Grassroots Drift Series is structured to teach new drifters the skills necessary to be competitive at higher levels. As such, the judging guidelines and regulations are laid out to make sure drivers are safe and drifting to the best of their ability – without relying on “tricks” to gain an advantage on other drivers. Each round of competition will have 3 judges – a line judge, angle judge, and style judge. Each judge has common criteria such as judging proximity, while also judging based on their specific criteria.

2022 UPDATES

Drivers who get a by-run are HIGHLY encouraged to make their by-run, but it is not a requirement. This is grassroots, if you need to save some money on tires, we'll allow it.

Drivers are given a 1-time use, 5-minute call to make repairs to a vehicle incurred during a tandem battle. If you crash or make major repairs to your vehicle, it will need to be re-tech inspected. In the event of this occurring during or right before a competition battle, MB Drift may allow for a “test pass” to shake down the car.



Judging protests must be made within 15 minutes of the battle, and need to be made to an MB Drift staff member, not judge. See "Competition Protests and Appeals" for more information.

UPDATES TO 2023

NONE

UPDATES TO 2024

Body Panels

If body panels or any item from vehicle has detached and/or falls off during lead runs that affect the Chase drivers Line, Speed, Angle, or any other disruption to drift, The lead driver will be deemed at fault upon judge's discretion. See collisions

Tire Debead

Driver's who debead a tire in qualifying and/ or competition will be given a zero for that run

If the debead is caused by track conditions, obstructions and or competitor, the driver will be allotted five minutes to change tires

(second competitor in the battle will also receive option as well)

If the debead is caused by a dirt drop, vehicle going off line, and or collision, the driver in question will receive a 0 for that pass

See tires

Vehicle Retention

Vehicles in which a qualifying pass has been judged must be used in competition format. If vehicle is damaged beyond repair, a one time vehicle switch is approved after driver/team has relayed information to the mbd judging panel. Once switch has been made driver must use acquired vehicle for remainder competition

(If you qualify in your car then it breaks, you are allowed to "borrow" a car but must remain in that vehicle for the remainder of competition)

*Borrowed vehicle must not be another actively competing in competition format (if vehicle has already been knocked out of competition that is preferred)

*Drivers will not be allowed to compete in original vehicle once a change has been made

Tread wear and size offenses (Rear tires only)

Tire size/ tread wear regulations are set in place to keep an even playing field within our grassroots organization . With that being said these restrictions are mandatory and will be monitored each round. We understand mistakes can happen and you may show up to grid with the wrong set of tires, it happens....but we also want to teach discipline and accountability early on in your drifting career to help



you grow as a driver and an asset to your sponsors. We have now implemented a system to ensure an even field as well as catching issues before there may be an issue. These rules will be implemented for each round unless found to be repeat offender which will result in third offense no refunds

First offense- Warning

Second offense- forfeit of Round

Third offense- forfeit of Season

See tires

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.

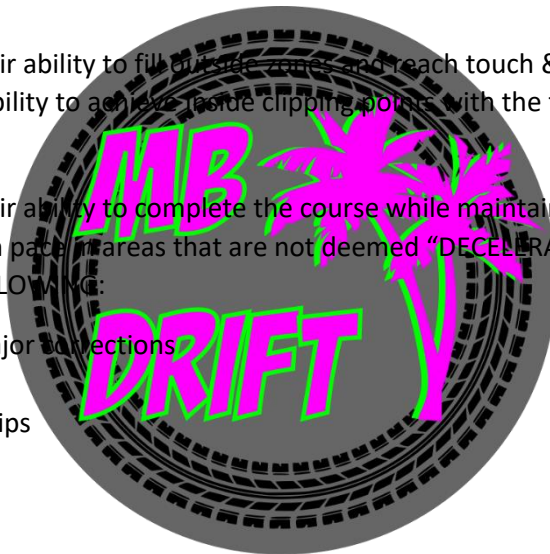
LINE

Drivers will be judged on their ability to fill out the zones and reach touch & go areas with the rear of their vehicles and on their ability to achieve inside clipping points with the front of their vehicles.

ANGLE

Drivers will be judged on their ability to complete the course while maintaining a high degree of angle that allows them to maintain pace in areas that are not deemed "DECELERATION ZONES". DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Double initiation/major corrections
- Tires off course
- Missing zones and clips
- Straightening
- Off line
- Lack of Angle



STYLE

Style will look at how the vehicle behaves throughout the entire course. Style is separated into two categories - Fluidity and Commitment.

Fluidity - Judges will be assessing how quickly the angle was achieved, how smoothly the driver achieved the angle and whether or not the driver achieved the desired amount of angle. DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Stepped rotations (controlling the steering wheel to add small amounts of angle at a time)
- Inaccurate rotations (achieving a degree of angle, then adding or subtracting angle mid-corner)

Commitment - Commitment refers to the forward momentum of the vehicle throughout the course. Ideally the vehicle should maintain momentum outside of the "DECELERATION ZONES" while approaching walls & course outlines with confidence and dedication.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Inconsistent approach to initiation
- Initiating beyond the latest initiation point
- Reduced momentum while approaching walls or course outlines

TANDEM ELIMINATION FORMAT

The Qualified drivers are placed in a standard bracket based on qualifying position. The tandem battles are single elimination battles consisting of two runs per battle with the winner moving on in the bracket. The higher qualifier 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.

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, if the mistake was deemed too difficult for the chase driver to adjust or compensate.

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

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

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

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

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

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

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

Judges will watch both Run 1 and Run 2. They will also compare both lead runs and both chase runs and then determine which driver was the better overall driver once both runs have been completed.

If one judge votes for Driver A, one judge votes for Driver B and one judge votes for One More Time (OMT), due to a lack of majority vote, a One More Time (OMT) will automatically be called. One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to

make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner. If a 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.

TANDEM JUDGING CRITERIA

LEAD DRIVER GOALS:

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

LEAD DRIVER COMPROMISES:

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

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

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 drivers angle
- Mimic the lead driver's transitions and line throughout the course
- Remain in drift until the finish line has been passed

CHASE DRIVER COMPROMISES:

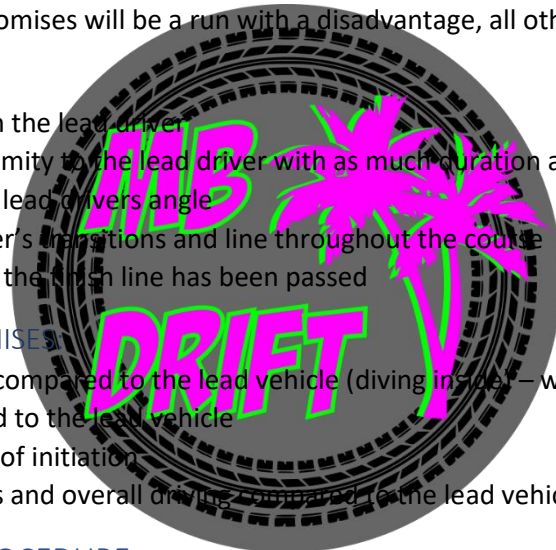
- "Cheating" the line compared to the lead vehicle (diving inside) – within reason
- Less angle compared to the lead vehicle
- Timing and location of initiation
- Timing of transitions and overall drifting compared to the lead vehicle

TANDEM INITIATION PROCEDURE

In an effort to give drivers the choice of which initiation technique they would like to utilize, an initiation procedure has been implemented that must be followed by both the lead and chase drivers.

SINGLE FILE INITIATION

- The lead driver can initiate using any method they choose – as long as it does not disrupt the flow of the course. Example: Using a hand brake to initiate when there is a short run-up to a low speed entry. This shows a lack of commitment to the course and puts the chase driver at a disadvantage, possibly causing a collision.
- 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.

TANDEM CONTACT AND COLLISIONS

Vehicle contact in drifting is something that MB Drift Series recognizes as part of the sport, however collisions of vehicles while in a tandem battle requires specific rulings and guidelines.

LEAD VEHICLE

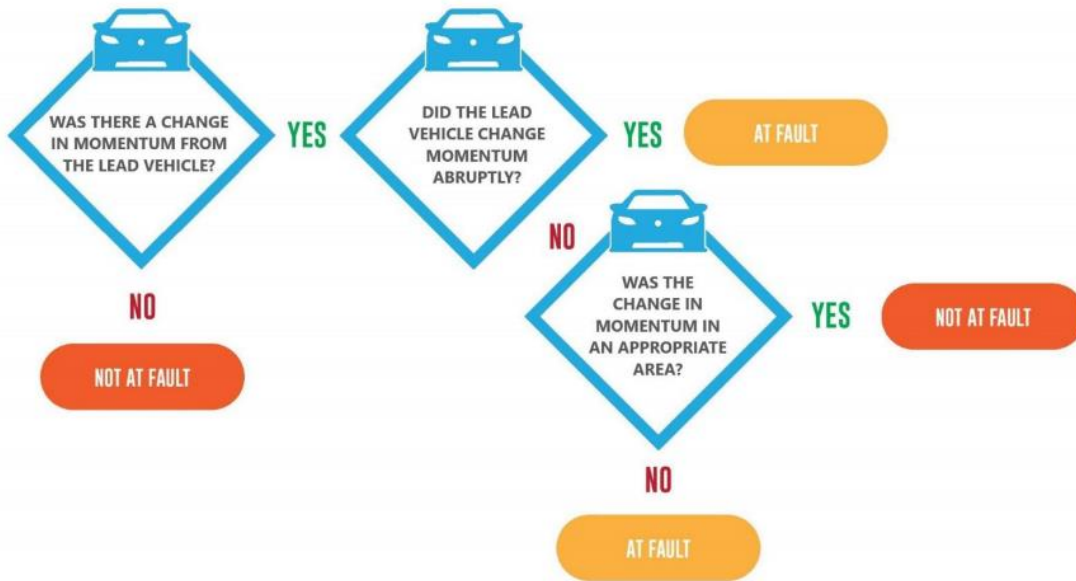
If the lead vehicle loses drift, goes off-line or unjustifiable change in momentum during tandem and the chase vehicle has a collision with the lead vehicle, the lead vehicle may be deemed at fault for the collision. Each judge will ascertain fault.

CHASE VEHICLE

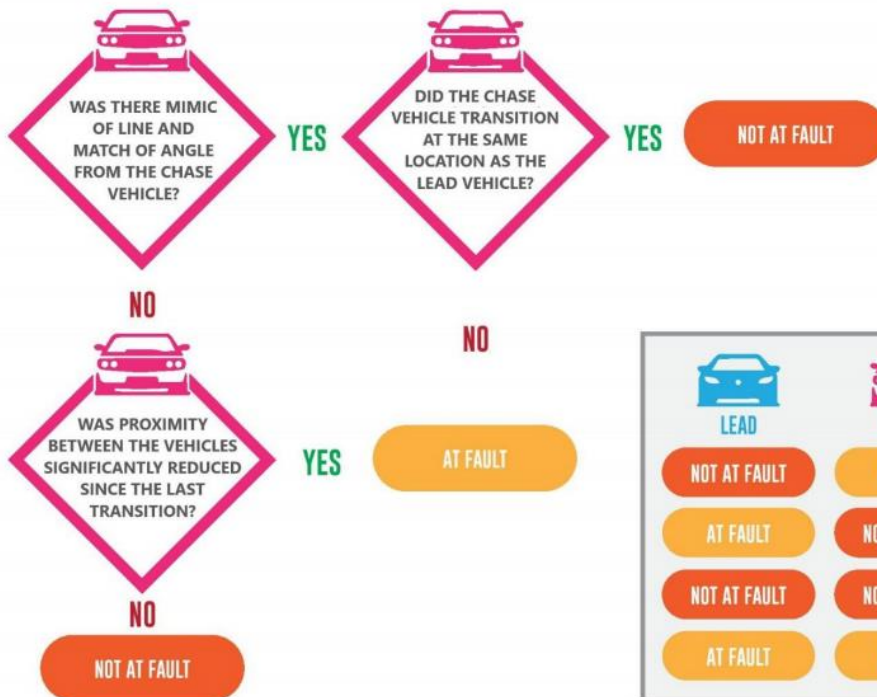
If a Chase driver has a collision with a lead driver while the lead driver is fulfilling the lead driver goals and adhering to the MOMENTUM MAP, then the chase driver may be deemed at fault.



LEAD VEHICLE



CHASE VEHICLE



LEAD	CHASE	RESULT
NOT AT FAULT	AT FAULT	FAULT CHASE
AT FAULT	NOT AT FAULT	FAULT LEAD
NOT AT FAULT	NOT AT FAULT	SHARED FAULT
AT FAULT	AT FAULT	SHARED FAULT

DAMAGE DUE TO COLLISION

Once a collision has occurred between the competitors, 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.

RUN 1 COLLISIONS

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, an MB Drift Series 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, MB Drift Series reserves the right to make adjustments to the above rule in order to complete the competition. *Example:* Allow additional time beyond the 10 minutes for repairs.

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

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

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

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the Competition Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

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

RUN 2 COLLISIONS

If a collision 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.

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, etc. Rear Tires are required to make two consecutive runs. The *only* exception to this is a 1 time 5-minute call to fix a vehicle that was damaged during a tandem battle run, but not change the car setup.

TANDEM REPLAYS AND JUDGING ASSISTANCE

MB Drift Staff and Judges may request that time be allocated for a replay if a technical issue has occurred that could affect a judging call.

All judging is done from the judging stand. If a clipping point is not visible from the judging stand, MB Drift staff/volunteers may be used to communicate whether a driver properly scores the clipping point.

External data or video is not permissible in the evaluation of a protest.

Judges may request additional information from MB Drift staff regarding on-track activities. The judges may use that information in their judging to make a common sense and logic will also be implemented in certain scenarios

COMPETITION PROTESTS AND APPEALS

COMPETITION PROTESTS

A protest against an entry, validity of an entrant or driver, or a vehicle eligibility may be made at any time. All vehicle eligibility protests will be reviewed and arbitrated by MB Drift staff.

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

Judges Qualifying scores are not protest able.

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

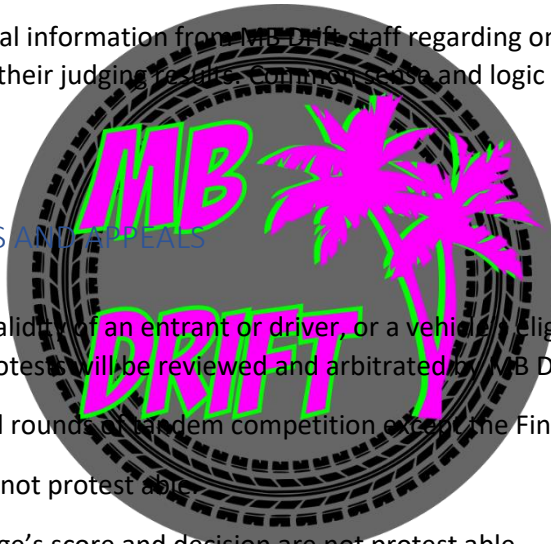
Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to MB Drift Series protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.

External data or video is not permissible in the evaluation of a protest. Only MB Drift Series data and camera footage will be allowed in a review of a protest.

FILING A COMPETITION PROTEST

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

The protester has 15 minutes after the results being announced to be presented to MB Drift Staff – not judges or announcers. Presentation of the protest to MB Drift staff must be in a professional and sportsmanlike manner. Failure to do so will result in your protest not being reviewed. In addition, overly



aggressive behavior, threatening harm, or causing physical injury or harm will result in immediate disqualification and/or ban from all MB Drift events and forfeiture of driver entry fee.

