

Tab 1

Judging Criteria: THE RULES OF THE ROAD

*** JULY 2026 UPDATED RULES/PROCEDURES ***

2 Tires off track will be a 0. This has been a rule the past 3 years but was deleted when importing the FD rules.

Drivers will have 10 minutes to return to grid after their battle

When calling a competition timeout the driver must make a "T" with their hands to CMD track staff. CMD must follow you back to pits to start the timer when work begins.

Qualifying - Drivers will make 2 consecutive passes if run 1 is a 0.

START YOUR ENGINES-

Introduction

Hello everyone! Thank you for your interest in the Catch My Drift Sofa King Awesome Series. If anyone has the need for clarification of any rules set forth herein, they are directed to email CMDriftJoe@gmail.com. All drivers and teams are strongly encouraged to read these carefully. All rulings and interpretations of these rules on Drift Day will be decided entirely by CMD and its tech staff. All decisions made by CMD and its tech staff are final.

KEEP IN TUNE-

Points of contact

Get all the latest news and updates directly from the source via

Instagram: @cmd_catchmydrift

and

Facebook: Catchmydriftllc

General and Technical questions should be directed to: CMDriftJoe@gmail.com

ROADMAP-

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1. GENERAL

It is the DRIVER'S RESPONSIBILITY to present their vehicle in the tech paddock and successfully pass the inspection. FAILURE TO PASS does not constitute the issuing of a refund. Please refer to our website for our technical inspection form

1.1 DRIVER CAP

The number of drivers will be capped at 55. 50 Season passes will be offered, and that is the only way to obtain points for the series. Qualifying will be done in a knock-out style. If we sell out at 50, ONLY 5 spots will be available for each round. Your seat time is more important than a profit. The higher-qualifying driver will always lead. Example driver 9 vs driver 24, driver 9 leads the first run.

"Nice Car, what's the retail on one of those?"

2. VEHICLE ELIGIBILITY

ALL CARS must pass CMD's technical inspection. Please refer to our Tech Inspection form on CMDrift.com. The driver will receive a sticker after successfully passing the inspection. That sticker must be attached to the vehicle.

2.1 DECAL PLACEMENT

Season Pass Drivers are required to have the CMD Windshield Banner always displayed during the competition. Season pass drivers will be provided with the first one. If an additional one is needed, the cost will be \$40.00. There may be other contingency decals to be displayed for additional prizes.

2.2. TIRE RESTRICTIONS

There is NO TIRE SIZE LIMIT for the Sofa King Awesome Series. The tire must also be DOT COMPLIANT and have a 200 Treadwear or higher. We are aware of some tire manufacturers that exclude the DOT numbers, but are the same tires as those that have DOT certification. If you plan to run those tires, prior approval is required. So if you don't have DOT numbers on your tires, please reach out to our email to get the OK. What we are trying to avoid is straight-up drag slicks and pure racing tires.

Bead locks, screwing tires to the wheel, gluing tires, VHT soaking your tires etcetera is all prohibited. Doing so, if caught, is an automatic disqualification. Center lock, mono lug, and center lug wheels are not allowed.

2.3. Roll Cages

We do not require roll cages, but they are certainly encouraged, though! Will be enforced 2027

3. PRACTICE

It is encouraged that all participants practice in tandem format. Even with a delayed start, you can see the pace of other drivers.

The standard “lead” and “follow” lanes will be present. If a driver chooses to do a single or solo run, please run in the lead line. Someone will follow you but will give space.

4. QUALIFYING FORMAT

Drivers will complete up to two non-consecutive runs in order of the current Championship standing. (#1 ranked driver goes first) The Knockout Qualifying Format (KQF) will be implemented and will populate the Top 32 Bracket

- Qualifying will consist of a maximum of two runs
- Run One will determine the qualifying order of all available bracket positions, with the exception of the bottom 8 qualifiers. The bottom 8 drivers will be referred to as the Knockout 8 drivers
- All drivers that did not qualify for the top 24 spots will have to run a second qualifying run to determine their Top 32 bracket position
- The Knockout 8 driver will not be able to enter a bracket position that is any higher than the position(s) filled by the driver(s) who were not part of the Knockout 8, after Run One. Example: If the total registrants for a particular round are 28 drivers.
- The 24 highest scoring drivers will be locked into Top 32 bracket positions, while the lowest scoring 8 must run one more Qualifying run, in order to determine their position in the Top 32 bracket
- If driver A from the Knockout 8 scores a 100, the highest position they can earn is 25, which is the first position available in this format.
- If a driver receives a 0 for both runs they will not be allowed in the competition

4.1 Qualifying Criteria

Line - Drivers will be judged on their ability to fill outside 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 Decel zones.

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Double initiation
- Bobbles
- Wall taps
- Tire 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 2 categories: Fluidity and Commitment.

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

DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- Off- or part-throttle prior to initiation
- Initiating beyond the latest initiation point
- Slowing outside of the decel zones
- Timid approach to walls or course outlines

Fluidity - The style judge 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:

- Slow rotations
- 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 midcorner)

Line - 30 points. Line points will be broken up by sectors at each course.

Line points will deal with the zones, clips, and touch-and-go areas.

Angle - 30 points. Angle points will be broken up by sectors at each course. Angle points will deal with the zones, clips, and touch-and-go areas.

Style - 40 points. Style points are separated into 2 categories: Fluidity and Commitment are judged throughout the entire course from the start line through the finish line.

- Fluidity - 20 points
- Commitment - 20 points

If a driver makes any of the following mistakes in a qualifying run, the driver will not receive a score for that run, and therefore, the run will be considered INCOMPLETE

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on the course
- Hood, hatch, trunk, and/or doors opening during a run

IF A DRIVER RECEIVES A 0 ON BOTH QUALIFYING RUNS, THEY ARE NOT ALLOWED INTO THE COMPETITION. THIS IS FOR SAFETY AND PUTTING ON A GOOD SHOW.

4.2 Qualifying Tie Breaker

In the event of a tie in qualifying, the following chart will be implemented. In the event that qualifying cannot be completed, such as a rain-out or other circumstances, the qualifying order will be established

by previous round ranking. In the event of rain or weather that does not cause cancellation of qualifying, the judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.

Tie Breaker 1 Style Score

Tie Breaker 2 Angle Score

Tie Breaker 3 Line Score

Tie Breaker 4: Previous round or season ranking

5. START LINE PROCEDURE

The start line will be controlled by a grid operator. The grid operator will solicit the readiness of each driver. At this time, the operator will raise his hands signaling ready.

The following driver may leave the line at any time after the grid operator's hands are raised, but they are not allowed to impede the lead driver's line in any way. This will be displayed at the mandatory driver meeting.

5.1 Chicane

Chicanes may be used this season at the discretion of the judging panel.

If the lead driver hits one or more cones within the starting chicane, the battle will be restarted by either the grid operator or a trackside flagger.

The location of the grid operator and the flaggers will be determined at the drivers meeting before the competition.

5.2 Three Strike Rule

A strike will be given if, as a lead driver, you hit one or more cones within the chicane.

An additional strike will be given for each subsequent assault upon the cones.

On the third restart, if the lead driver hits a cone, they will be awarded an automatic incomplete.

The Judges and or the Officials may call for a restart if, in their determination, a driver exhibited unsportsmanlike behavior. The criteria for this will be discussed in the driver's meeting.

In the unlikely event of the chase driver hitting a cone, whether intentionally or accidental, no restart will be initiated.

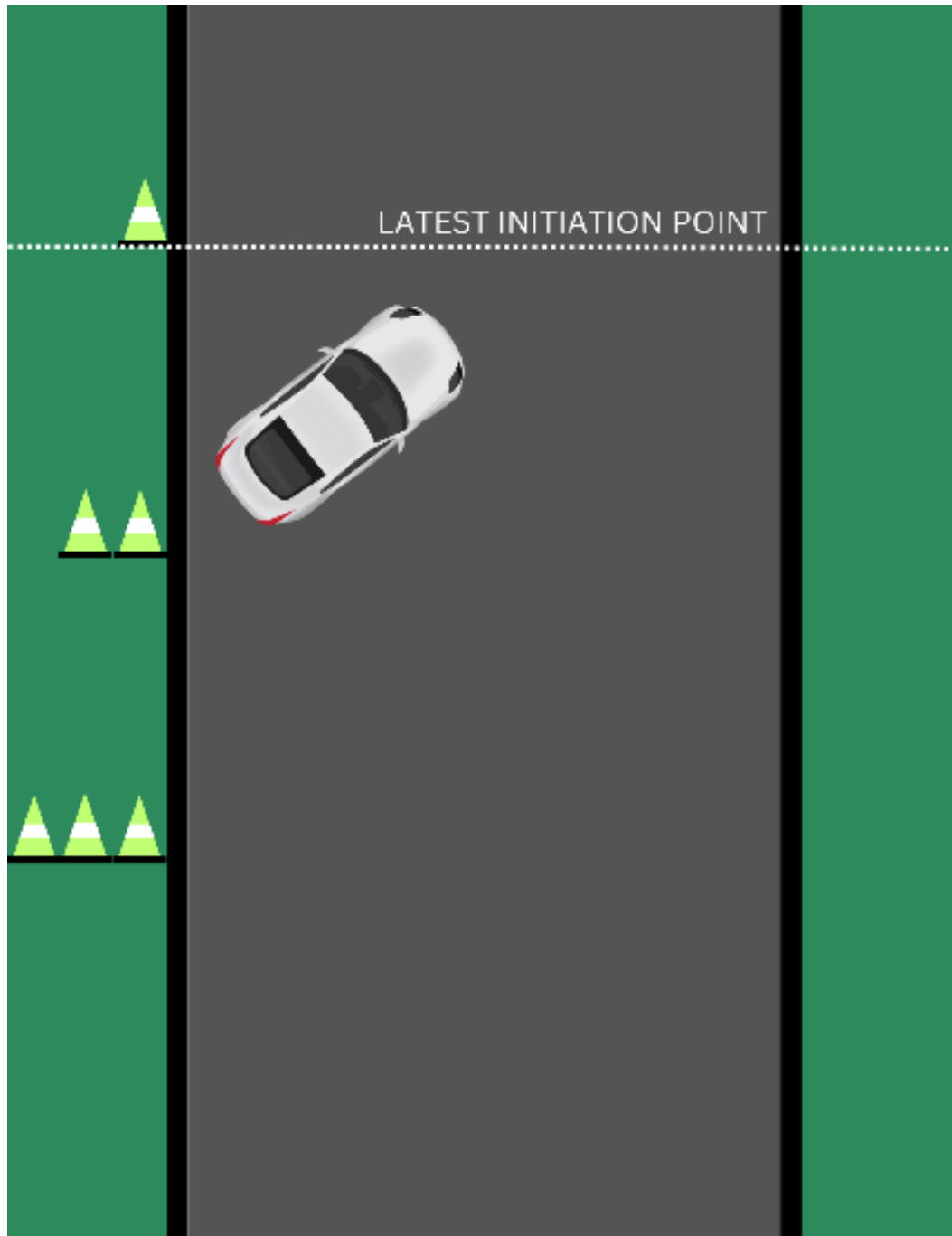
5.3 Initiation

The Vehicle must be sideways as it passes the last initiation point.

Initiation points are designated by a set of 3 cones placed on the track.

If a competitor's vehicle is not sideways by the 3rd standing cone, they will receive an automatic zero.

All drivers are limited to a 2-move initiation before the 3rd cone.



6. 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 and the best strategy for winning. That may involve the lead vehicle, either in Run 1 or Run 2, deviating from a strict application of the 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 who 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 on 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 the lead driver responsibilities in tandem. A lead driver's run should always be consistent with the 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 the transition of the lead driver, in order to have the best, most exciting tandem action.

If the lead driver has a 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 also need to 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 at 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.

If the 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.

6.1. LEAD DRIVER GOALS:

-

Run the best possible lead run with line, angle, initiation, and transitions as dictated by the judges in the driver's briefing

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Run a chaseable lead run

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Follow the MOMENTUM MAP

6.2. 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.

6.3. CHASE DRIVER GOALS:

- Initiate no later than the lead driver
- Maintain close proximity to the lead driver for 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. This is why a spotter is so important!

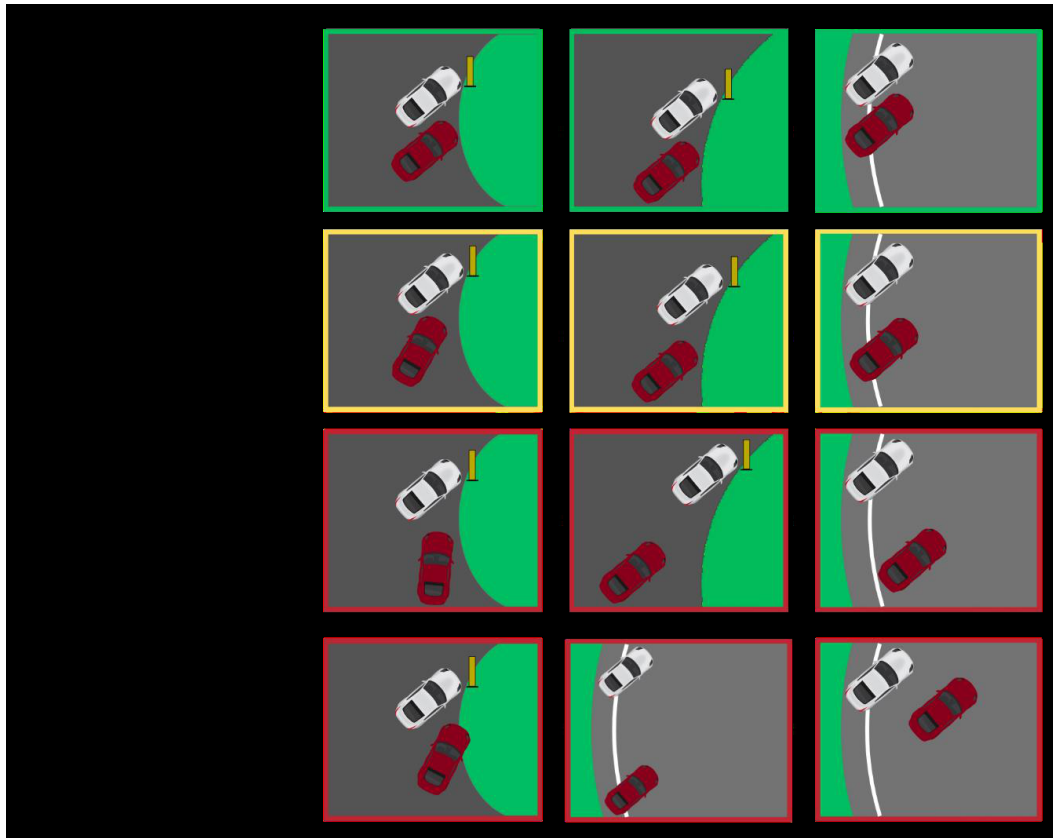
I always tell drivers to plan on the lead to make the 100 point run. Aim for those zones and clips. If the lead misses and you hit them, it will be obvious where the lead made a mistake. If the lead goes shallow and the chase decides to follow, this is a risk. If the chase makes the adjustments to keep proximity, that is a large advantage to chase, but they risk running an improper line that may not work well as a chase driver.

6.4. 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

6.5. LEFT FOOT BRAKING

Left foot braking is an allowable technique that helps control the balance of the vehicle in a 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.

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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 on 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.

6.6. 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.

6.7. INCOMPLETE TANDEM RUNS

If a driver makes 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 driver's 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 are 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 CATCH MYDRIFT 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.

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Opposite Drift with a reduction in momentum – Defined as drifting with the opposite angle required at that point on the course, combined with losing speed, momentum, or the appropriate pace for that section of the course.

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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.

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Contact with the other driver that is considered “avoidable” or unsportsmanlike

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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.

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Three consecutive restarts from chicane cones or an official’s call

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Performing an Illegal pass - results in an Incomplete for the chase driver

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Getting legally passed - results in an Incomplete for the lead driver

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If a driver loses a unique part of the vehicle due to poor installation or preparation, that causes an effect on 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.

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There may be individual cases not covered in the list above that, by the measure of a CMD Judge should be deemed an incomplete. If that occurs, the judge will note the incomplete for the competition record so that it may be addressed after the result is given.

6.8. LEAD DRIVER INCOMPLETES:

- If the lead driver Incompletes anytime on the 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 deemed incomplete by the judges.

6.9 CHASE DRIVER INCOMPLETES:

- If the Chase driver Incompletes the chase will receive an Incomplete for that run, however the Lead driver must continue to 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.

6.10. 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.

6.11. PASSING

Passing is allowed in Catch My 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.

6.12. 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-

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The lead driver can initiate using any method they choose.

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The lead driver has the right of way from the start line to the initiation point.

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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.

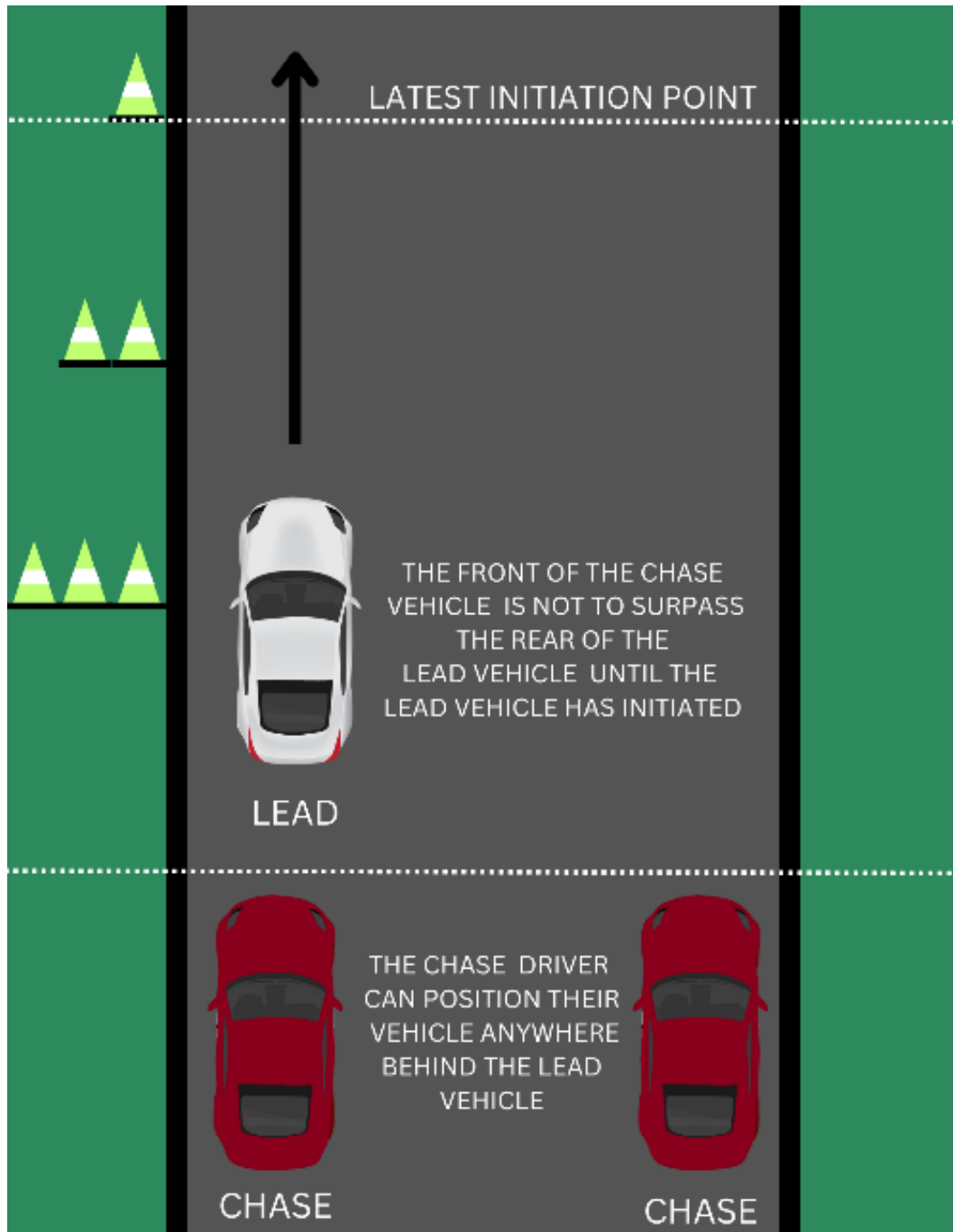
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The chase vehicle must not impede the lead vehicle in any way between the start line and the initiation point. Doing so will put the chase vehicle at a disadvantage.

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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.



6.13. 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 do not cause cancellation of the competition, the judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.

7. TANDEM CONTACT

Vehicle Contact in drifting is something that CATCH MY DRIFT recognizes as part of the sport, however Contact of vehicles while in a tandem battle requires specific rulings and guidelines.

7.1. 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 10 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.

7.2. 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 judgment 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 CATCH MY 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 the competition.

If the case above occurs in the final battle, Catch My 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 will be charged with the Incomplete.

7.3. 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.

7.4 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 will be charged with the Incomplete.

7.5 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.

8. 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.

9. 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 CATCH MY 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 ten (10) 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 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 a competition run.

9.1. 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 TEN (10) 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 TEN (10) 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.

TEN (10) 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 TEN (10) minutes.

10. TANDEM REPLAYS AND JUDGING ASSISTANCE

Judges may request additional information from the Competition Director and the track staff regarding on track activities. The judges may use that information in their judging results.

11. PROTEST

To protest a Judge's call, you must speak with the ops manager or competition director. They will speak to the judges before allowing a protest to move forward. Drivers are not permitted to approach the judges' tower for ANY REASON once the battles have commenced. Approaching the judges will result in an automatic disqualification and a dismissal of any lodged protest. The crew members of the DQ'd

driver are also included in the DQ. Likewise, if a crew or team member approaches the judges tower, it will result in an automatic DQ for the driver.

Judges have a ten-minute time limit from the moment the protest form is turned in to render a decision and relay it to the liaison for dissemination. After the decision is rendered, the battles will resume.

The liaison will deliver the decision to the driver and give them the reasoning the judges provided. The judge's ruling is final and not subject to appeal. Any subsequent debate or argument over the ruling is simply a waste of time, and therefore any approach or perceived movement towards the judge's tower will be interpreted as hostile. This is not only getting the driver a DQ for the event, but it may endanger their ability to continue in the series. The Ops manager and the judges can make themselves available for discussion after the conclusion of the event

You cannot protest a subjective call, or section of a run.

Example: You cannot protest something such as "I had more angle through this section" or "I had more style". These are subjective and not open for dispute.

You can protest hard qualifying score-based criteria only.

Example A: Driver A made a mistake that should equal an automatic zero or Driver A made a mistake that was scored a zero and should not have been.

Example B: Driver A caused Driver B's mistake by doing something they were not supposed to. "Driver A slowed in a non-deceleration zone and caused Driver B to go off track."

Media footage collected outside of our approved media team and judges tower is not approved for use in a protest review.

Cell phone footage is not admissible; do not bring us media for a protest. It will not be used.

Do not approach the judges, event staff, or your competitor during the event for the sole purpose of debating a judgment call that was made. It has been stressed prior, and here it is again: **DO NOT APPROACH THE JUDGES** for any reason during the event, or you will be disqualified. If you have questions/comments/concerns about your battle but are not protesting, wait until the event is completed and then ask to discuss it with the judges or track staff.

Drivers- The CMD staff encourages you to be proactive with your crew, team members, and fans by explaining to them the severity of the penalty if anyone in your contingent were to approach the judge's tower. An argued defense stating that you can not control your people will not end in a satisfactory result for you or your race team. Driver will have 5 minutes to explain their reasoning to the judges. Then will leave the judging tower for the judges to review, and the decision will be relayed. We want to expedite this process for the benefit of the show.

We will livestream on Youtube for review.

Protesting Times 15 minutes from the end of their run.

11.1 Protesting Cost

TOP 32 AND TOP 16 BATTLES:

The protesting fee is \$200 CASH and must be submitted with the protest form. All fees must be paid before the judges will render a decision.

Should the original result be overturned, your \$200 will be returned. Should the call stand, you forfeit the \$200 regardless of the reason.

TOP 8 AND FINAL 4:

IN ADDITION TO THE \$200 YOU WILL ALSO WAGER YOUR \$250 PRIZE FOR GETTING INTO THE TOP 8/FINAL 4. YOU DO NOT NEED TO PHYSICALLY PUT UP THIS ADDITIONAL MONEY BUT STILL NEED TO SUBMIT YOUR \$200 CASH.

YOU CAN NOT PROTEST THE FINAL BATTLE.

11.2 Protesting Form

- Presented ONLY by the DRIVER if others are with you, then you will not be heard
- Presented within 15 minutes of the run
- Form must be signed by Driver
- The driver must present \$200 cash with the form at the time of protest
- Must show an arm band for proof that they are the Driver

[Link to Protesting Form](#)

12. CHAMPIONSHIP POINTS and PURSE

12.1 Points System - PLEASE REFER TO OUR POINTS PAGE

12.2 Purse

1st place \$5,000

2nd place \$3000

3rd and 4th place \$500

5th place - 8th \$250