



COMPETITION FORMAT – GoldenGateDrift Pro Am 2016

General

Competitive Drifting is controlling over-steer, while following a racing line that is decided upon by the judges of the event. Generally this line is one that yields the highest speeds and anticipated angle the car is capable of handling.

The GoldenGateDrift Pro Am Series consists of scheduled events held at Thunderhill Raceway Park. Drivers compete in a single elimination “Top 16” or 32” bracket depending on the amount of registered participants that meet the required tech.

Notice of the type of bracket (Top 16 or Top 32) will be announced at the Morning Drivers Meeting.

Drivers individually compete “head-to-head” against other competitors in single elimination runs on an open course layout. Competitors progress through a “competition bracket” and are awarded points towards the season championship. Head to head “Runs” are judged and scored based on a number of pre-determined criteria where the higher scoring entrant moves on to the next level of the bracket. Points are awarded based on finishing order and cumulative season points will determine the championship order.

Drivers that wish to participate in the series but do not meet the Formula Drift ProAm Tandem requirements (i.e. Cage / fire suit/ helmet) will be able to Participate in the practice sessions and earn series points from single run qualification.

Affiliation

GoldenGateDrift is Formula Drift’s Northern California Series, servicing northern California, central California, southern Oregon, western Nevada

The series 1st, 2nd, 3rd will earn a 2017 Formula Drift Pro2 license.

GoldenGateDrift Competition Dates

Rd 1 – April 3rd, 2016 Thunder raceway Park

Rd 2 – May 1st, 2016 Thunder raceway Park

Rd 3 – July 10th, 2016 Thunder raceway Park (Red baron Racing Drift Festival)

Rd 4 – August 28th, 2016 Thunder raceway Park

Driver Eligibility

• Must be 16 years or older. (Parents/Legal Guardians will be required to fill out a Minor Waiver and must be present for the entire competition) exemptions can be made if track permits

Judges

Judge: Matt Coffman - Formula Drift Professional driver

Judge: Patrick Mourdaunt - Formula Drift Professional driver

Judge: Matt Field - Formula Drift Professional driver

Race Operations

Event Organizer: Luke Crowell

Luke@goldengatedrift.com

Technical manager: TBA

tech@goldengatedrift.com

Head Steward: Luke Crowell

Director of track operations: Luis Maya

Judging

The criteria for judging are as follows:

LINE

ANGLE

STYLE

LINE:

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

ANGLE:

The maximum angle at which a driver can maintain control of their vehicle without sacrificing speed.

STYLE:

Style is probably the most subjective part of the driver's runs. Style is just what it sounds like: The drivers overall ability to take the specific judging criteria and display it in the most personal way each driver can. That is the essence of style. Examples of "style" include tire smoke and proximity to barriers/obstacles.

Qualifying:

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

Qualifying Scoring:

Qualifying is based on a 100-point scale with points deducted for deviations from the perfect line, lower angles, lower speeds, and reduced Overall Impact.

Spinouts:

Anytime a driver spins out or experiences major under-steer during a run, a 0 score will be awarded. Off Course unless otherwise specified during the judging meetings.

Clipping Zones:

Cones or other similar marking will mark all clipping points, either inner or outer. Anytime an "Inner Clipping Cone" is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0, depending on the severity of the hit. Hitting an "Outer Clipping Cone" with anything other than the driver's rear bumper will be counted as 3 tires off course and will be scored a 0. (i.e. hitting the cone with the rear tire, door, etc.) Slight contact with a wall or cone in the "Outer Clipping Zone" will not result in a point deduction if the hit does not disturb or affect the course of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain good line, speed, and angle. If the hit occurs at any other point on track other than the marked "Outer Clipping Zones" points may be deducted.

Tandem Elimination Rounds:

Tandem rounds are based on two (2) runs, in Head-to-Head format, with competitors paired up based on seeding position. The higher qualifier will lead the first run and the second led by the lower qualifier. The critical success factor is for the lead car to be able to run the course without error while being pressured by the following car. The following car is attempting to "out drive" the lead car. Driver consistency during a tandem battles is critical.

Lead Car:

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

Following Car:

The following car needs to run the same basic line as the lead car but may also take a higher line in order to pressure the lead driver. Taking a lower line than the lead car will result in a loss of advantage. If the lead car is off line, then the following car will gain advantage points by staying on the correct line. The following car should keep as close to the lead car as possible to gain the advantage.

Passing:

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

Collisions: In the event of contact between two cars during a tandem battle, the driver at fault will lose advantage points. Incidental contact is allowed, but not encouraged. If possible, drivers are required to complete the entire course while maintaining drift, even if the other driver crashes, hits, spins, stalls, or is not able to complete the run. Drivers are always being judged as long as they are on course.

Pace Cone:

A pace cone, or comparable marker, may be placed on the starting straightaway to keep vehicles in the Tandem Battles close to one another. The use of a pace cone will be specified during the driver's meetings.

Tandem Scoring:

3 Judges will observe both runs during a head to head battle. There will be no declaration of scores between the two runs. At the conclusion of the head to head battle each judge will individually declare a winner. Judges will select from three options:

- Driver "A" wins,
- Driver "B" wins, or
- "Tie"

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

All judging is done from the on top of the judging stand. If a clipping point is not visible from The Judging stand a flag system may be used to communicate whether a driver properly scores the clipping point.

Spotters:

A Spotter Stand may be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges.

5-Minute Time Out

To maintain safety in the competition, during tandem competition runs only, teams may call for a 5-minute grace period to make any necessary repairs. 5-Minute Time Outs are not allowed for Practice or Qualifying. 5-Minute Time Outs are not to be used for strategic purposes. Only the designated Team Representative will be allowed to request the 5-Minute Time Out, and it must be made through a GoldengateDrift and/or FORMULA DRIFT OFFICIAL. Only the CHIEF STEWARD may grant a 5-Minute Time Out. Teams will not be granted a 5-Minute Time Out if it is believed to be unwarranted. Competitors who fail to make the necessary repairs within the allotted time limit will be disqualified from the competition and forfeit to the opposing driver. In extreme cases, and where appropriate, GoldenGateDrift and/or FORMULA DRIFT reserve the right to extend to the 5-minute period

Top 16 Format:

16 drivers will compete in single elimination head-to-head battles and win their way through a standard 16-Driver bracket.

Practice: Several open practices will be scheduled during the event. Practice runs may be in the format of either single or multiple car runs.

Qualifying: Competitors will make at least 2 solo qualifying runs and scores will determine their ranking in the top-16 bracket. Qualifying order will be established by rank. NOTE: In the off chance that qualifying cannot take place, a double elimination bracket will be used with the competition order determined by a lottery.

Main Competition (Elimination Rounds) Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

Top 32 Format:

32 drivers will compete in single elimination head-to-head battles and win their way through a standard 32-Driver bracket.

Practice:

Several open practices will be scheduled during the event. Practice runs may be in the format of either single or multiple car runs.

Qualifying :

Competitors will make at least 2 solo qualifying runs and scores will determine their ranking in the top-32 bracket. Qualifying order will be established by rank. NOTE: In the off chance that qualifying cannot take place, a double elimination bracket will be used with the competition order determined by a lottery.

Main Competition (Elimination Rounds)

Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run

***Driver Conduct**

**All drivers are expected to act in a professional manner while at all GGD events.*

**No alcohol or drugs will be tolerated at events. Will result in immediate expulsion from venue.*

**No standing burnouts on track or pits lane.*

**Keep pit space clean and safe. Pick all trash when leaving venue.*

**Professional conduct on all social media avenues is expected and will be handled in case by case bases.*

TheGoldenGateDrift Competition Format was adapted from the 2009 Formula Drift ProAm Series rulebook. GoldenGateDrift reserves the right to make changes and adjustments to the rulebook as needed.

Qualifying points:	Competition points:
1st: 12	1st:100
2nd:10	2nd: 88
3rd: 8	3rd: 78
4th: 6	
5th: 5	
6th: 4	
7th: 3	
8th: 2	