



Format, Additional Rules & Judging Guidelines 2026/27 Season

WINTER SERIES

Practice

Standard timing gives 60 minutes practice, in 1 session unless otherwise notified.

Maximum number of cars on track dependant on track layout at the Clerk of Course's discretion.

Seeding Battles (Qualifying)

A battle consists of one lead, one chase per driver each.

Starting order is randomly created.

Multiple round of battles will define the final order going into the eliminations.

Win your battle and get the higher seeding number, lose (or don't compete for any reason) and get the lower number.

Draws or battles not run for any reason will see the seeds remain the same. No re-runs.

Judging criteria – as per Eliminations Battles.

Number of rounds is determined but time available.

If a round is not able to be completed, none of the results from that round will count.

There is no requirement for repair time allowances during the seeding battles, the running order can be flexible if mechanical issues cause delays.

Clerk of Course has the final say on when a driver is out of time to complete their battle due to mechanical issues or similar.

Both runs of a seeding battle must be completed on the same pair of rear tyres, except in the case of damaged/de-beaded tyres officials may permit that driver to change single a wheel/tyre.

Elimination Battles

Drivers are sorted following the seeding Battles, all entrants still running will be paired up in an elimination tree format, even if they were unable to compete in any ranking battle. Rounds to be 28, 14, 8, 4, 2.

7 winners and the best seeded loser at that time create the top 8.

The winning driver decided by the judges from each battle moves on, losers are eliminated (other than 3rd vs 4th, and 8th place best loser).

The judges use a 10 point split for each pass to create their decision, so in the case of scores being 10-0 and 0-10 in a battle, a re-run will be required. (scoring criteria mentioned further along this document).

If the judges are unable to separate the drivers in a pair of Elimination Battles, a re-run will be called. The scores are reset, and the battle is run again. A winner must be found on the second battle (one re-run only). If no winner can be determined, the higher seeded driver will progress.

5 Minute Calls - If a vehicle is unable to be lined up at their scheduled time for either lap in an elimination battle, the driver must take their 5 minute call otherwise they forfeit their battle.

5 minutes from the time repair starts in the pits, to being back on the ground with repairs fully completed car ready to drive, driver's safety gear can be put on after this time.

Debeaded or damaged tyres may be replaced under a 5 minute call. This must not be done without the guidance of an official to ensure it is done for the right reasons and that the opponent is given the option to also replace the same number of tyres on the same corners of the car.

This 5 minute call may be done only once per driver per event.

A driver may request a 5 minute repair time, before needing to use their own 5 minute call, if damage caused by their opponent (judges decision on fault) in the first pass of a battle (or previous battle if in a re-run), deems repairs necessary.

If a battle start is delayed due to a competitor calling for a 5 minute repair, their opponent must not work on their car, without taking their own 5 minute call.

Judge's decision is final.

Further details on all judging criteria will be described by the judges at drivers briefing.

SEASON CHAMPIONSHIP POINTS:

Each round a driver competes in gains them points for the overall season title.

1st=30, 2nd=26, 3rd=23, 4th=20, 5th=18, 6th=16, 7th=14, 8th=13, 9th=12, 10th=11, 11th=10, 12th=9, 13th=8, 14th=7, 15th=6, 16th=5, 17th+=1.

You must start a seeding or elimination battle by the car leaving the line to be considered a placegetter in the event.

No points for a DNF allocated to all who start the day but retire before starting a ranking or elimination battle. Canterbury Car Club members also gain points towards the overall CCC Club Championship from these events.

In the case of 2 or more drivers finishing the season in a tie for any of the top 3 positions, the first countback method will be the driver who won the higher number of events during the season, followed by most 2nd place, then 3rd places finishes. If still tied there will be a judged drift battle (or battles if required) to decide a winner.

All rounds count towards your final points for the season championship.

Season winner prize – Season entry for the following Drift South Championship season. Prize is transferrable.

Judging Criteria

This is a general judging guideline for all Drift South battle events.

Battles are determined by the judges on which driver they collectively decide has out-performed the other.

Line/angle/style etc are not scored individually. All of the below factors will contribute to the judges score.

- Line – Track specific clipping points will be described prior to the event and at drivers briefing. A driver who can get close to the clips without hitting them or going off track will score highly.
- Angle – A driver who can carry a high angle throughout the whole section without losing momentum will score highly. Big entries are rewarded at certain track layouts but only if it does not impede the chaser.
- Style – Clean single motion transitions, throttle aggression, general smoothness/confidence, minimal use of handbrake etc will score highly
- Speed/proximity – A chase driver who can stay close to the lead car through the entire section will score highly. A chase driver who hangs back and then closes the gap toward the end of the section will not necessarily score an advantage. A lead driver who can pull a gap while hitting the clips with good angle will score an advantage. To encourage close battles we do allow the chase driver to be slightly shallow.

Wheel off/dirt drop rule:

1 wheel off = minor deduction

2 wheels off = major deduction

3-4 wheels off = zero score

Some examples of points deductions for mistakes/corrections:

Minor deduction: slight understeer or correction while rear wheels still under drift, car slightly off judged line, shallow angle or slightly off line to aid in catching lead car

Major deduction: car loses drift momentarily for less than two car lengths, long handbrake drag, car well off judged line, shallow angle and off line to aid in catching lead car, tyre debeads during run, speeding up on run-up then slowing quickly before/during entry

Zero: spin, opposite drift/manji, loss of drift for more than two car lengths anywhere within the judged section

Over rotation / Stalling / loss of momentum / shallow angle / bad line in the lead will be a points deduction depending on severity.

The lead car is a 'mobile clipping point'

If the lead car makes a mistake but maintains drift, the chase car must follow and maintain drift, in this case the chase car will receive an advantage

It is the judges' discretion if the chase car spins/straightens while avoiding an error by the lead driver, in most cases the chase car should be able to maintain drift and avoid collision while avoiding the lead car's mistakes.

If the lead car zeros, the chase car does NOT need to complete the run.

If the chase car zeros, the lead car DOES need to complete the run.

Chase car must always give track space to the leader for their initiation, transitions through the section, and after the last turn.

There is a strong emphasis on the lead driver to lay down a good clean qualifying run. A solid 'chaseable' lead run will score highly. Mistakes/corrections/missed clips in the lead will be penalised more heavily than when in the chase position.

Loose bodyparts:

If any body parts should come loose or detached during battle (ranking or elimination), a score reduction will apply depending on the severity.

Eg. Bumper/sideskirt dragging or thrown off track – minor deduction

Large body parts thrown in path of oncoming car, boot opening mid run – major deduction

Doors or bonnet opening mid run - zero score due to safety

Leaking Fluids:

Fluids must not be leaking from any car on the start line or within the judged area. This includes water dripping from an intercooler sprayer, do not use a sprayer if the water will still be dripping as you reach the start line.

A car will not be permitted to start if any fluids are leaking, a 5 minute call is required if the start is delayed due to this.

Start line official makes the final call with leaking fluids.

Mechanical Test Laps:

These will only be permitted at the discretion of the Clerk of Course or assistant if required for safety reasons.

For some mechanical checks, eg testing for a misfire, a different section may be able to be used without interfering with the running of the event.

Variations to this document may be approved by the Clerk of Course and discussed in the judging briefing at an event – only under exceptional circumstances.