Format, Additional Rules & Judging Guidelines 2026/27 Season

DRIFT SOUTH / ROAD RUBBER DRIFT CHAMPIONSHIP

Practice
Standard timing gives 60 minutes practice, either in 1 or 2 sessions, with possible changes if required at the Clerk of Course's discretion.
Maximum number of cars on track dependant on track layout at the Clerk of Course's discretion.

Ranking Battles (Qualifying)
Each driver will have randomly drawn drift battles (lead driver also randomly drawn). Generally two battles (one lead, one chase per driver) each.
Drivers will be scored individually for each lap out of 100 (criteria below) and then ranked based on their best single lead lap and best single chase lap scores combined (3^{rd}/4^{th} best as tie breakers, followed by points order from current/previous seasons).

The chase driver will be rewarded with a higher score if they chase closely and mimic the lead car as per elimination battles.

In the unfortunate case that the lead driver spins or impedes the chase driver. The chaser is to do the best they can to safely complete their lap to maximise their potential score without putting either themselves or the other car at risk, there is no rerunning the pass in this case.

There is to be no opting out of ranking battles. Running all scheduled battles is required unless the entrant unable to drive due to mechanical issues.

If for any reason there is a driver left with no partner to drive against at the end of the ranking battles, another driver will be chosen by the organisers to act as the second driver of that pair. This driver will not receive scores, their role is to drift as though they are qualifying to allow the odd numbered driver to have a partner for scoring consistency.

There is no requirement for repair time allowances during the ranking battles, the running order can be flexible if mechanical issues cause delays.
However, if at the conclusion of the scheduled ranking battles a driver has multiple battles remaining to complete, they will only start one more battle.

Both runs of a ranking 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. If this occurs the opposing driver may request to also change the same number of tyres on the same corners of the car.

Elimination Battles
Drivers are sorted following the Ranking 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. 1 vs 32, 2 vs 31 etc
The winning driver decided by the judges from each battle moves on, losers are eliminated (other than 3rd vs 4th).

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 qualifier 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. The opponent may also request to 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.

DRIFT SOUTH / JAPRACE DEVEOPMENT SERIES

Practice - There will be a generally two practice sessions of approximately 20-30 mins depending on car numbers. Drivers must keep appropriate gaps to ensure cars are kept separate on track wherever possible.

Scored laps session – First lap in the session will be a non-scored practice lap. Cars run with smaller gaps so no guarantee on completed laps without interference of the car in front spinning.
Then all drivers will compete in judged laps one car on track at a time. Each driver will be scored for 3 laps, with their best two laps counting towards the overall results. Further laps may be allowed depending on time, these laps will not be scored.
Scores will be out of 100 points with more leniency than Championship on mistakes, spins will not count as a zero.

STANDARD RUNNING ORDER/TIMES

Close of entries – Midnight Wednesday night the week of the event. Entries after this time are only accepted at the organisers discretion and may include a late fee.
Maximum entry numbers apply, entries may be declined if these are reached.

Friday night at Chch Rounds unless otherwise notified:
5-6pm Drift Testing, limited laps. $ included in entry fee. Entrants only, no pasengers, single pass only.
6-7pm Scrutineering at selected rounds.
Levels hold Friday test days the day before events, contact them for details.

Expected competition day timing (see final schedule to confirm)
Documentation – 8:00 – 9:00
Scrutineering – 8:00 – 9:30
Briefing 9:40
First session 10:00

Running order:
- Championship Practice 1
- Development Series Practice 1

- Championship Practice 2
- Development Series Practice 2
- Championship Ranking Battles
- Development Series Scored Laps
- Championship Elimination Battles

Full schedule confirmed shortly before each event.
All times are estimates and may vary.

SEASON POINTS:

Each round a driver competes in gains them points for the overall season title.
Drift South Championship Points System:
1st=100 points, 2nd=90, 3rd=80, 4th=69, 5th-8th=55, 9th-16th=35, 17th-32nd=20, 32nd+=10.
You must start a ranking or elimination battle by the car leaving the line to be considered a placegetter in the event.
5 points for a DNF allocated to all who start the day but retire before starting a ranking or elimination battle.

Bonus points for qualifying (from ranking battles): 1st=10 points, 2nd=9 points, etc down to 10th=1 point.

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.

Drift South Development Series Points System:
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.

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 judged drift laps to decide a winner.

For both classes, all rounds count towards your final points for the season

Judging Criteria

This is a general judging guideline for all Drift South events. (Battle elements for Championship only)

Elimination 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 Fluds:
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.