

2025 Great Lakes Competition Rule Book

Vehicle Specifications & Safety requirements:

1. Driver Safety:

1.1. Helmet

- 1.1.1. Must be rated at minimum of SA2015 or newer is mandatory.
- 1.1.2. Full-face helmets are required. Visors must be closed during on-track sessions. Helmet chin strap must be fastened at all times while the driver and vehicle are on track
- 1.1.3. Starting in 2026, SA2020 or newer will be mandatory.

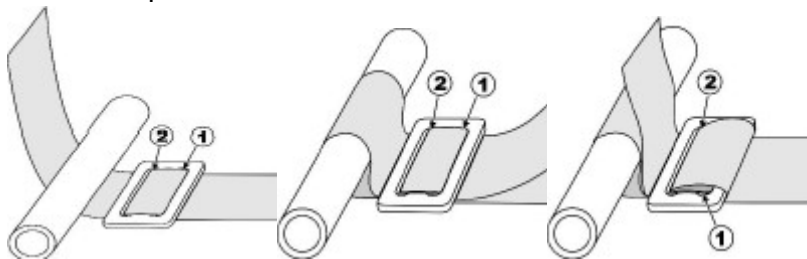
1.2. Driving Suit

- 1.2.1. One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 2000 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
- 1.2.2. Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
- 1.2.3. Fire-Resistant and SFI Rated gloves and shoes are mandatory. Fire-resistant socks are highly recommended.

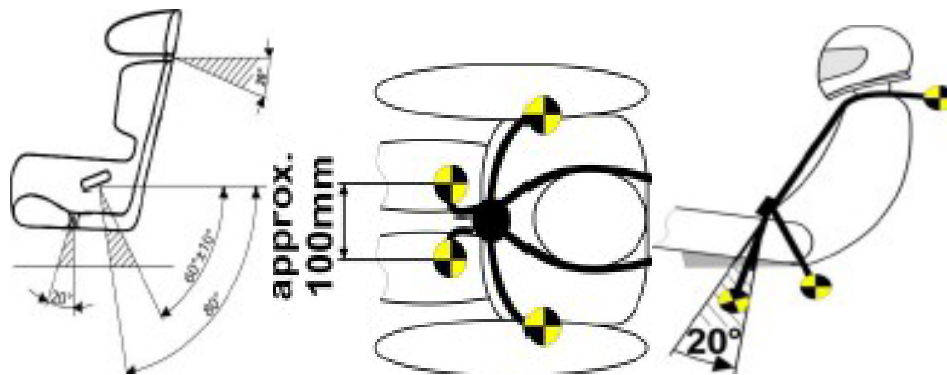
1.3. Head and neck(HANS) restraint devices are highly recommended.

1.4. Seats and seat belts:

- 1.4.1. Driver's Seat must be of the Fixed Back Bucket Style. FIA approved.
- 1.4.2. Halo Style is highly recommended but not required.
- 1.4.3. Any seat inside the vehicle must be bolted down with no play in the mounts per the manufacturer's instructions.
- 1.4.4. Fixed seat mounts are recommended. Locking sliding mounts are acceptable.
- 1.4.5. A minimum of a 5-point harness is required.
- 1.4.6. All harnesses must meet SFI or FIA homologations.
- 1.4.7. Shoulder straps must be mounted behind the seat to a harness bar less than 12 inches from the seat back. The angle of the shoulder harness from the top of the driver's shoulders must not exceed more than 20 degrees.



The figure above is the preferred method for harness attachment to the harness bar.



1.5. Fire Suppression:

- 1.5.1. All vehicles must have an on-board fire extinguishing system.
- 1.5.2. A minimum of one (1) 2lb fire extinguisher must be mounted within drivers reach while strapped into their seat.
- 1.5.3. Fire Extinguisher mounts must be metal, not plastic.

2. Electrical/Battery:

- 2.1. Battery must be securely mounted and the positive terminal covered.
- 2.2. Battery mounts must be connected to the chassis frame or unibody.
- 2.3. Any battery mounted within the driver's compartment must be within a sealed box with the battery fastened down inside securely bolted to the frame or unibody and appropriately vented.
- 2.4. Dry-Cell batteries are not required to be inside a battery box
- 2.5. A master battery cut off switch is highly recommended. The master cut off switch should be mounted on the driver's side cowl and clearly marked.
- 2.6. Any positive cables passing through the firewall must be properly insulated and covered.

3. Roll Cage:

- 3.1. Minimum of a 6 point roll cage is required. The cage must be attached to the chassis in (at least) 6 points. Wheel intrusion bars are highly recommended but not required.
- 3.2. Bolt in roll cages are not allowed.
- 3.3. Padding is required where the driver's helmet may contact the roll cage. Padding is recommended where arms and legs may contact the roll cage.
- 3.4. A minimum of two door bars across each door opening are required. These may run parallel or in an "X" shape, then have a minimum of 2 vertical tubes connecting the upper and lower bars.
- 3.5. Roll Cage mounting plates must be minimum .08" thick steel and fully welded to the structure of the vehicle.
- 3.6. Inner door panels and door internals may be removed

4. Chassis and Drivetrain

4.1. Bumpers:

- 4.1.1. All vehicles must be equipped with a form of structural bumper. This may be the OEM front and rear crash bars or aftermarket crash bars.
- 4.1.2. Any aftermarket crash bar should be, at minimum, the width of the vehicle's frame rails and fastened to the vehicle via proper hardware or welded to the chassis.

4.2. Suspension/Brakes/Wheels:

- 4.2.1. All suspension must be properly fastened to the chassis.
- 4.2.2. No play in any suspension components will be allowed, I.E. tie rods, wheel bearings, steering racks.
- 4.2.3. All lug nuts/wheel studs must be present and torqued down properly.
- 4.2.4. Brake systems must be fully functional at all 4 wheels.
- 4.2.5. OEM or aftermarket master cylinders are allowed.
- 4.2.6. Secondary hydraulic hand brakes whether inline or independent (with dual rear calipers) are allowed.

4.3. Drivetrain/Cooling:

- 4.3.1. Engine, drivetrain and any fluid system must be free of leaks.
- 4.3.2. Cooling systems must be free of leaks.
- 4.3.3. Rear mount radiator systems must be separate from the driver's Compartment.
- 4.3.4. Recommended that cooling systems be filled with water only. Cooling additives (such as water wetter) are allowed.
- 4.3.5. Radiators must also be equipped with an overflow or catch tank.
- 4.3.6. All coolers must be mounted within the confines of the chassis factory frame rails or factory or aftermarket bumpers/crash bars.
- 4.3.7. Any lines passing through the driver's compartment must be covered by a shield and free of unions. All connections must be at or outside the firewall. Bulkhead connections at the firewall must be covered by a shield. Fittings on hydraulic hand brake are okay but must not leak.

4.4. Fuel System:

- 4.4.1. A vehicle equipped with an aftermarket fuel tank or fuel cell must have it properly mounted to the vehicle by support structures welded to the chassis.
- 4.4.2. Factory fuel tanks must retain all factory mounts and be in the factory location.
- 4.4.3. Fuel tanks and fuel cells must be separated from the drivers compartment via a sealed firewall.
- 4.4.4. Leaks in the fuel system are absolutely not allowed.
- 4.4.5. Fuel lines must not enter the drivers compartment.

4.5. Exhaust:

- 4.5.1. Mufflers are not required but highly recommended.
- 4.5.2. Exhaust must extend past rear axle.

4.6. Body interior and exterior:

- 4.6.1. All body panels must be properly and securely fixed to the vehicle.
- 4.6.2. Door latches, interior and exterior, must be 100% functional.
- 4.6.3. Hood Pins are recommended. Factory hood latches are allowed if they're in proper functioning condition.
- 4.6.4. Vehicles must be equipped with working tail and brake lights.
- 4.6.5. Cars must have a third led strip brake light on the top of their rear windscreen. If the vehicle doesn't have a rear window, do your best to mount the strip on the rear of the vehicle so it is visible from the rear.
- 4.6.6. **All brake lights must be DOT approved.**
- 4.6.7. All loose items inside the vehicle must be removed prior to entering the track including floor mats.

5. Tires:

- 5.1.** Maximum tire width 265. 300tw minimum on rear tires only. The only exception to this rule will be the Accelera 651 Sport 200tw tire.

Competition Format and Judging Criteria:

All Rounds in 2025 will be Top 32

1. SEEDING BRACKET FORMAT

SEEDING BRACKET FORMAT based on the Formula Drift Rulebook

The "Main Event Top 32" bracket will be populated with a "Seeding Bracket" based on the number of drivers entered in the event.

41 drivers or more

- The highest ranked 16 drivers from the previous round will be "locked-in" to the "Main Event Top 32" bracket (excluding Round 1 which is based off of the previous season ranking).
- The remaining drivers will populate a 32 driver "Seeding Bracket" that will be sorted by a random number between 2 and 15.
- The "Seeding Bracket" will conclude with 16 winning drivers (one round of tandem only).
- The 16 "locked-in drivers" and the 16 winning drivers from the "Seeding Bracket" will populate the "Main Event Top 32" bracket.
- Bye runs will not be implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.

33-40 drivers

- The highest ranked 24 drivers from the previous round will be "locked-in" to the "Main Event Top 32" bracket (excluding Round 1 which is based off of the previous season ranking).
- The remaining drivers will populate a 16 driver "Seeding Bracket" that will be sorted by a random number between 2 and 7.
- The 16 drivers "Seeding Bracket" will continue until there is a winner.
- The 24 "locked-in drivers" and the 8 winning drivers from Seeding Bracket" will populate the "Main Event Top 32" bracket.
- Bye Runs will not implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.

32 drivers or less

- The highest ranked 24 drivers from the previous round will be “locked-in” to the “Main Event Top 32” bracket (excluding Round 1 which is based off of the previous season ranking).
- The remaining drivers will populate an 8 driver “Seeding Bracket” that will be sorted by a random number between 2 and 4.
- The 8 driver “Seeding Bracket” will continue until there is a winner.
- The 24 “locked-in” drivers and the 8 drivers from the “Seeding Bracket” will populate positions 25-32 will populate the “Main Event Top 32” bracket by finishing rank.
- Bye Runs will not be implemented.
- Winners will be determined in accordance with the Tandem Elimination Format.

2. Tandem Judging Criteria

2.1. Lead driver will be judged on the following criteria

- 2.1.1. **Line** - The ability of the driver to fill the outsize zones and get in close proximity to the front clips without hitting them.
- 2.1.2. **Angle** - How much angle the driver is able to maintain throughout the course
- 2.1.3. **Style** - The driver's ability to navigate the course, transition smoothly and not make corrections to the angle of the car.
- 2.1.4. **Chasable run** - Running a good line that the chase driver can follow. Also not drag racing to the first corner or sacrificing angle to pull away from the chase driver. A zero will be rewarded if we feel this is being done purposely. A good chase run needs a good lead run so judges will be very critical on lead runs.

2.2. The chase driver will be judged on the following criteria

- 2.2.1. **Proximity:** to the lead driver without making much sacrifice to angle or having to drive a lower line through the course.
- 2.2.2. **Ability to adapt:** to the lead driver's line through the course. We would like to see the chase driver follow the line of the lead driver even if it isn't an ideal lead run. We aren't asking you to go off course or drive into a wall. If the lead driver is a little shallow then also go a little shallow.
- 2.3. A win will be given to the driver who the judges determine had the best combined lead and chase runs.
- 2.4. A OMT (One more time) will be given if the judges feel the run was too close to call.
- 2.5. We will have 3 judges at each round so there will be a clear winner or a OMT for each battle

The following constitutes an INCOMPLETE in tandem:

- Spinning Out – Defined as over-rotating the car to approximately 180 degrees from the intended direction.
- Stopping Drifting which is defined as either of the following:
 - The front wheels going to zero degrees for two seconds or more
 - Two or more seconds of stopping the required forward path (going off course at angle and stopping or slowing aggressively with the front wheels still at angle).
- Opposite Drift with a large reduction in momentum – Defined as drifting with the opposite angle required at that point on course combined with losing speed, momentum or the appropriate pace for that section of the course.
- 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.
- Contact with the other driver that is considered "avoidable" or unsportsmanlike
- 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.
- Three consecutive restarts from chicane cones or an official's call
- Performing an Illegal pass - results in an INCOMPLETE for the chase driver
- Getting legally passed- results in an INCOMPLETE for the lead driver

3. Competition

- 3.1. The higher seeded driver will be the lead driver in the first of two tandem battles to move on in the single elimination bracket.
- 3.2. The lead driver will be positioned in the lane that is the closest to the outside of the first turn. If the first turn is to the right then the lead driver will be in the left lane.
- 3.3. Three Initiation zone cones will be placed on the course. The lead and chase drivers need to initiate at or before the final cone. If a manji entry is used, it must be done prior to the third cone.
- 3.4. Cumulative points will be awarded for each battle won and for placement in each round.

- 3.5. One 6 minute competition time out may be used during the duration of the competition. If the car is not on the ground and ready to be driven to grid after the 6 minutes, a DNF will be given and the other driver will be given advantage.
- 3.6. If a car is damaged during a battle and fault was given to the other driver, up to 10 minutes will be given to repair the vehicle. A competition time out may be used in combination with this time for a total of 16 minutes.
- 3.7. Points for each round goes as follows

(Must make the Top 32 to receive points)

1	100 points
2	88 points
3	76 points
4	64 points
5	48 points
6	48 points
7	48 points
8	48 points
9	32 points
10	32 points
11	32 points
12	32 points
13	32 points
14	32 points
15	32 points
16	32 points
17-32	16 points

3.8. **PURSE AND POINT FUND**

Each round payout

1. \$5,000
2. \$2,500
3. \$1,250
4. \$750
5. \$500
6. \$350
7. \$250
8. \$200
9. \$150 (Determined by Season point standings)
10. \$150 (Determined by Season point standings)

Season Point Fund

1. \$2,500 plus Formula Drift PROSPEC License, Velocita Custom Race Suit
2. \$1,250
3. \$750
4. \$500
5. \$500

1.1. COMPETITION APPEALS

- 1.1.1. In 2025, Competition Appeals are the only form of corrective action to be taken in the general competition. Competition Protests are no longer available.

1.2. COMPETITION APPEALS FILING

Post event appeals are eligible if the following conditions have been met:

- 1.2.1. An appeal must be filed via email to Dave Nashwinter at Dave.Nashwinter@gmail.com within 24 hours of the final battle.
- 1.2.2. The appeal must be professional and in writing, presenting the facts of the case and any additional information.
- Include the following information:
 - Round #:
 - Live stream time stamp of beginning of the appeal/run
 - Driver name filing the appeal
 - Battle under appeal _____vs _____
 - Brief description of the appeal
 - Rulebook section in appeal
 - Appeal fee of \$100.00 will be sent via Square Invoice and paid in full prior to the Appeal review.

- Any outside and or public discussions regarding the incident prior to the appeal process will void the Appeal.

Disclaimer:

Formula Drift events operate under specific rules and regulations set by the governing body. However, it's important to note that Pro-AM events may vary in their organization and execution at each venue. While Formula Drift sanctions Pro-AM events, the procedures and guidelines for these events may differ depending on the hosting organization. Formula Drift does not require Pro-AM events to follow all the rules and procedures from the FD rulebook. Formula Drift allows adjustments to be made so events run as smooth as possible. The FD rulebook is used for guidance if necessary.