



2021 Sporting Regulations

1. GENERAL REGULATIONS

1. 2. ACKNOWLEDGEMENTS OF THE RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a Spec-D Events Ltd. event, warrants that:

- He/she is acquainted with the series rules.
- He/she agrees with reservation to abide by the series rules.
- He/she renounces the right to have legal recourse, except with the written consent of Spec-D events Ltd., to any arbitrator, tribunal, not provided for in the rules.

1. 3. INTERPRETATION AND APPLICATION OF RULES

Spec-D officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

Determinations and/or decisions made by Spec-D officials are nonlitigable. They will not initiate or maintain litigation of any kind against Spec-D Events Ltd, or anyone acting on behalf of Spec-D, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Spec-D events Ltd

, and/or partners, agents, or affiliate organizations for Spec-D Events Ltd, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials involved in such litigation will have all Spec-D Events Ltd privileges suspended until litigation is complete.

Spec-D Events Ltd reserves the right to amend, or modify, the rules at any time (including individual series regulations and supplementary regulations) via Supplementary Regulations, Meetings, Technical Bulletins, Competitor Bulletins, or other

The English text of these regulations will be used should any dispute arise regarding their interpretation. As of January 1st of each year, the Rules & Regulations for that year shall supersede all versions from the previous years.

1. 4. CHANGES TO RULES AND SPECIFICATIONS

Spec-D Events Ltd reserves the right to change any rule, regulation, or specification by written bulletin. These bulletins will be sent out via e-mail to the current competitors and staff. The Series Director has the authority to make adjustments to safety specifications at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins.

Requests for rule changes from participants are welcomed; send requests to the Series Director.

2. LICENSING

2.1. SPEC-D WRISTBANDS AND HARD CARDS

All drivers and crew members working in the pits, or other designated high-risk area, must be 18 years or older, be a The Spec-D Events Ltd wristband holder. Participants 16-18 years old may be admitted upon issuance of a Minor Participant I.D. and license.

Privileges may be revoked at any time for non-compliance with this rulebook.

All Spec-D drivers must be registered in Spec-D in order to compete in any Spec-D PROAM events.

3. TEAM

3. 1. SPOTTERS

Each team will be designated one spotter card. A spotter stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.

3. 2. MEETING ATTENDANCE

Spec-D officials will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or by other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver to attend these meetings shall result in a minimum loss of 1 hour of practice and or a \$50.00 fine unless the absence is pre- approved by a Spec-D official. In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed.

4. CODE OF CONDUCT

4. 1. DRIVER/ TEAM AND VEHICLE APPEARANCE

Drivers and Teams must be professional and presentable at all times. Any and all branding on items such as but not limited to team apparel, team equipment and the competition vehicle that Spec-D Events Ltd deems offensive, inappropriate or

controversial will be required to be removed. Driver uniforms must comply with these regulations.

4. 2. CONDUCT AND Demeanor

Paddock and On-Course Conduct

All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. Spec-D reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

Demeanor Toward Officials, Staff and/or Judges

Every Spec-D competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the officials or judges will be subject to the same penalties as listed below.

Application of Code of Conduct

Code of Conduct rules apply during the course of any Spec-D activity, including and not limited to test days, set up times, official meeting, demonstrations, public appearances and competition events.

The team is responsible for its driver, representatives, team members, and guest conduct at all times during the course of any Spec-d activity, event, or function. Drivers, crew and others representing a driver and/or team are to act in a professional manner.

4. 3. Disciplinary Action

Breach of Rules

In addition to any other offenses listed herein, the following actions shall be deemed a breach of the rules:

- Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

- Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
- Participation in any proceeding, or action, detrimental to the interests of Spec-D Events Ltd.
- Public criticism or use of profane language or gestures in a public environment, or through radio communications. This applies to any series officials, drivers, crew, fans, sponsors etc.
- Reckless, or dangerous, driving
- Failure to obey direction and/or orders of a race official.
- Refusing to cooperate with, interfering with, or obstructing the action of the officials or others in the performance of their duties.
- Violation of the terms of probation or suspension.
- Unsportsmanlike conduct.
- Interference, obstruction or physical abuse towards any series official, participants, or attendees of event.
- Initiation of physical abuse toward any person.
- Failure to allow inspection, or disassembly, of a vehicle as directed by the Series Director.

DISCIPLINARY PENALTIES

- Can be applied to any participant, member, official, entrant or Spec-D staff in violation of the rules or conditions related to the event.
- Investigations to collect, or hear evidence for judgment of the rule(s) breached, will be conducted by Spec-D officials.
- Penalties can be imposed by the Operations Director or Series Director
- Penalties for rules violations will increase in magnitude for repeat offenses.

FORMAL WARNING

A documented warning to a driver's competition license file.

FINE / LOSS PRIZE MONEY

- Up to \$1,000 per offence by the Disciplinary Committee for penalties given during a sanctioned event.
- Up to \$1,000 may be imposed by the Disciplinary Committee against any entrant, driver, or participant for conduct detrimental to the Series, or the Series' clients, or partners.
- Competition privileges are suspended until payment of the fines is received.

- All fines and forfeited protest fees shall be remitted to Spec-D Events.

PROBATION

The terms of probation shall be in writing and given to the person penalized with a copy on file with Spec-D Events Ltd. Infractions during probation can result in suspension of one or more events.

SUSPENSION

Suspension of competition privileges and competitors license for a maximum of twelve (12) months

- The terms of the suspension shall be in writing and given to the person penalized with a copy on file with Spec-D Events Ltd.

DISQUALIFICATION

- Disqualification Applies to any Competitor, or Team for technical or driver infractions.
- It can also include loss of all points, trophies and prize money and any additional awards.
- Disqualification will be written on the amended official results.
- Awards and prize money will be adjusted by Spec-D accordingly.

4 . 4. ENTRIES

All entrants must follow the official Spec-D Events Ltd entry forms and/or processes for each event. An entry made, and accepted, in accordance with these regulations, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his/her control. A breach of such contract may be treated as a breach of these regulations.

REFUSAL OF ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible, whenever reasonably possible. Spec-D may deny entry to any affiliations, on or off, the course, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad

taste. Spec-D has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

FALSIFICATION OF ENTRY

An entry which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

CONDITIONAL ACCEPTANCE OF ENTRY

These are professional championship competitions, Spec-D reserves the right to accept, or reject, the entry of any vehicle or driver. In the case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by Race Control AND Series Director.

4. 5. PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancing drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed.

Spec-D reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by Spec-D, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

5. GENERAL SERIES REGULATIONS

Every Spec-D event must be staffed with individuals, agents, or affiliates assigned by Spec-D to operate the event (officials), or their substitutes as approved by Spec-D. The staff of officials, whose duty it shall be to direct the control of the event may include:

□□□□ Series Director

□□□□ Race Control

□□□ Registration and Ticketing Manager

□□□ Judges

They shall be termed “officials” and may have assistants, also termed “officials” to whom any of their duties may be delegated. They will be available in their roles from before the on-course scheduled sessions until after all events and resulting official actions are complete, except by the Series Director. No official shall have a direct conflict of interest arising from direct involvement or connection with the organizers, affiliates, teams, drivers, officials or sponsors of an event, which, at the sole discretion of the Series Director of Spec-D, may affect his/her ability to impartially perform their duties, or with any entrant or driver taking part. In addition, no official may compete in any event at which he/she is officiating.

DISCIPLINARY COMMITTEE

Shawn Hartum	Series Director
Cecilia Hartum	Operations Director
Ryan Richards	Technical Director
David Duquette	Technical Director
Sean Switzner	Event Operations
Eric Goings	Event Operations

SERIES DIRECTOR

The Series Director shall be the executive responsible for the general conduct of all aspects of competition at an event for which he/she has been assigned including conduct of participants and officials, on-course safety issues, application of the Spec-D Events Ltd. Rules and Regulations. He/she shall ensure that all provisions of these rules are conformed to.

The Spec-D Series Director (including any of his/her designees) is the authority in determining and enforcing technical regulations. The decisions of Spec-D are not able to be protested and they have the authority to amend and/or add to the rules and to make adjustments to vehicle specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the venue by written bulletin when possible.

The Series Director may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the Rules at any time.

The Series Director has the authority disqualify or penalize any vehicle that does not conform to the requirements of the Rules and specifications of the Series. In the event of an infraction, it is the duty of the Disciplinary Committee to take appropriate action as provided for in these regulations.

The Series Director shall ensure that all driver safety equipment is in compliance with the Rules.

The Series Director has the “right of first refusal”. If a team interprets a rule in such a way as to prepare a vehicle beyond the intent of the rule, the Series Director may disallow the preparation and issue an immediate clarification.

JUDGES

Judges are responsible for determining scores and points assigned to individual or team competitors based on the competition criteria determined Spec-D.

Judges or other entities as assigned by Spec-D will also compile and distribute official results (after notification that all protests are completed and that the Scorer and one official judge has declared the results “official”) for all qualifying and head to head battles.

CONDUCT

Every official shall endeavor to conduct him/herself according to the highest standards of behavior. Failure to do so may result in loss of official appointment for the event, or penalty, as determined by Spec-D. Officials whose actions are deemed by Spec-D to be against the best interests of the series shall not be permitted to participate in Spec-D events.

TIRES

All competition vehicles must run DOT approved tires, all competition tires must comply with the following: Steer tires must be 140 treadwear or higher
Rear tires must be 200 treadwear or higher, all tires must be under the maximum size of 255/40/18 or measured width of 260mm at any time in their usage cycle. Spec-D tire measuring tool can be used at any point in competition, vehicles with tires measuring wider than 260mm will not be allowed to compete. Tires will be measured with car flat on the ground and 3” up the rear of the tire.

DAMAGES

- Drivers are responsible for their own vehicles. On-track collisions are inevitable and drivers are only responsible for the damage/repairs to their own vehicles.
- Any competitor causing damage to third party property will be liable for the total cost of rectification of any such damage.

5. 1. GENERAL PIT, PADDOCK, AND COURSE RULES

All personnel working in an area that is designated as “hot” are required to wear long pants, closed toe shoes and sleeved shirts. Team members working in a hot area, must be wearing a team uniform at all times.

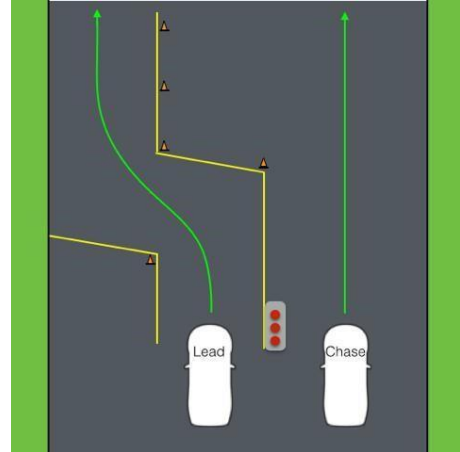
Only Spec-D personnel with valid credentials will be allowed access to the restricted areas as defined.

- Smoking is not allowed at any time in the specified “hot” areas.
- Pets are prohibited in “hot” areas at all times.
- Paddock Speed Limit is 8 km/h.
- Revving of engines, bouncing off the rev limiter, and burnouts while not on course will not be tolerated.
- No personnel may enter a “hot” course without approval from the Race Control.
- The Series Director or his/her delegate is the authority in enforcing start line, grid, pre-grid, paddock, and the competition course.

Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the vehicle on the grid may get a “push start”, provided the vehicle is in position on the grid prior to the start of the session.

5. 2. START LINE PROCEDURE

The start line is situated at the beginning of the course and is often marked. It is the official starting point of each qualifying run and tandem battle. There a start line official, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, there may be a chicane that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers.

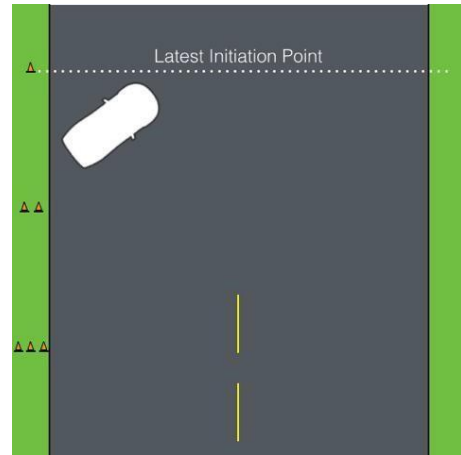


If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart light will be discussed during the driver's meetings prior to competition.

During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting.

5. 3. INITIATION

During both qualifying and tandem the vehicle must be sideways as it passes the single standing cone in the “3, 2, 1” cone sequence placed trackside. For the additional Tandem procedure see TANDEM INITIATION PROCEDURE



5. 4. QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course in order of current rank in the Championship.

5. 5. QUALIFYING OVERVIEW

Qualifying is supposed to establish what a good lead will look like in tandem. Committed, aggressive runs that give the chase driver a challenge to follow, due to the technicality of the run are ideal. For example, the judges do not want to see the lead driver driving fast and shallow in order to run away from the chase driver. Another example of what not to do, is the lead driver parking the chase driver around inside clipping points.

Line, Angle and Style Scoring Details:

Line and Angle scoring will deal only with the zones, clips and touch-and-go areas and how the Line and Angle of the vehicle are performed and executed in these areas. Style will deal with scoring all the areas not contained within the zones and clips. In these areas the Style judge will be watching for Commitment and Fluidity and linking together the course with proper execution from initiation to zone to clip to zone to finish, etc. The portion of the course from the start line to initiation is also contained within Style.

Examples:

Bobbles, mistakes, wall taps, etc. that cause a reduction in Line and/or Angle that happen in a zone, touch-and-go, or at clipping points will result in a deduction of points for either Line, Angle, or both.

Style will look at how the vehicle behaves in the areas between clipping points, zones, and touch-and-go's, as well as leading up to and through initiation.

The setup for a transition, the transition itself and how settled the car is post-transition, as it heads to a scored area for line & angle is what is being looked at here for the Style judge. Is the driver using their momentum to set up for an upcoming outside zone, or are they approaching it tentatively and then jumping on the throttle? Does the approach to an outside zone outlined by a wall look aggressive and committed? Did the driver attain a low amount of angle on transition between an inside clip and an outside zone and then have to add more angle before entering the zone? Does the driver have poor accel/decel management? These are some of the example questions the Style judge will want to answer.

Scoring Reference Guide:

Style (35 points)

Commitment – Forward motion of the vehicle

- Aggressive on throttle to initiation
- Initiation (back on throttle quickly, initiation before latest initiation point, quick rate to angle, smooth)
- Approaching walls and track edges with confidence
- Maintaining proper pace (as per the accel/decel map)

Fluidity – Motion of the vehicle on its own axis

Initiation (smooth, quick rotation, no corrections).

- Rotation quickness (quick or lazy)
- Rotation smoothness (smooth or choppy)
- Rotation accuracy (was the right amount of angle achieved? Too much or too little, that required a correction either way to maintain drift and/or the desired line)
- Maintaining a smooth radius from zone to zone or approaching a clip

Line (35 points) – Judged in outside zones and at inner clips, based on vehicle's proximity to marked areas. Where walls are present, line will be judged on the proximity of the bumper to the wall. Where no walls are present, line will be judged based on tire's proximity to the track edge and or inside clips.

Angle (30 points) – Judged in outside zones and at inner clips. Based on the angle of the vehicle compared to the direction of travel.

DEDUCTION EXAMPLES

- Double initiation
- Tire off course
- Missing zones and clips
- Straightening

- Off line
- Lack of Angle

5. 6. INCOMPLETE QUALIFYING RUNS

If a driver does 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 course
- Hood, hatch, trunk and/or doors opening during a run

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5. 7. QUALIFYING TIE BREAKER

In the event of a tie in qualifying the following chart will be implemented.

Tie Breaker 4	HQS Angle Score
Tie Breaker 5	HQS Line Score
Tie Breaker 6	LQS Style Score
Tie Breaker 7	LQS Angle Score
Tie Breaker 8	LQS Line Score
Tie Breaker 1	High Qualifying Score (HQS)
Tie Breaker 2	Low Qualifying Score (LQS)
Tie Breaker 3	HQS Style Score

In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by previous round ranking or by previous season 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.

5. 8. TANDEM ELIMINATION FORMAT

The Top 16 Qualified drivers are placed in a standard bracket based on qualifying position. The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket.

The higher qualifier will always lead the first run.

If 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. The Bye Run is a non-judged qualifying lap to prove the mechanical condition of the vehicle is ready for competition.

In the event of a tire debanding on course, the vehicle will not be allowed to leave the line with a currently debanded or previously debanded tire.

Rear Tire changes will not be allowed during Competition Timeout unless debanding has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs.

If debanding occurs by collision with course, wall, or surface. Judges will decide which occurred first the collision or the debeat.

If debanding occurred prior to the collision, the vehicle will not be allowed to leave the line with a currently debeatd or previously debeatd tire.

If the collision results in a debeatd tire then the wheel and or tire may be changed.

If rear tires are changed, the other competitor may also change rear tires.

In the event that a front tire has become damaged, the Series Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

5. 10. TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle, but if the judges are unable to find a clear winner, a One More Time (OMT) is called. The 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.

LEAD DRIVER GOALS:

- Run the qualifying line
- Run a 100 point qualifying run
- Run a chase able lead run
- Follow the Accel/Decel map

LEAD DRIVER COMPROMISES:

- Less angle than the ideal qualifying run
- Tighter line than the ideal qualifying run
- Poor transitions

- Trying to get away from the chase driver in any way that compromises line, angle or style.

Chaseable lead run will have filled the zones, hit the clips and maintained a consistent speed and/or slowed/braked in the proper areas, which gives the chase driver a reasonable opportunity to chase and mimic with good proximity.

Un chaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift.

A lead run filled with compromises will be a run with a disadvantage, all other things being equal.

CHASE DRIVER GOALS:

- Initiate no later than the lead driver
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead driver angle
- Mimic the lead driver transitions and line throughout the course

CHASE DRIVER COMPROMISES:

- Cheating the line compared to the lead car
- Cheating angle compared to the lead car
- Timing and location of initiation
- Timing of transitions and overall driving compared to the lead car

The chase driver goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the lead driver, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. A chase driver that does not establish and maintain proximity may be at a disadvantage.

A chase run filled with compromises will be a run with a disadvantage, all other things being equal.

5. 11. INCOMPLETE TANDEM RUNS

If a driver does 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

The following constitute an INCOMPLETE in tandem:

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

5. 12. PASSING

Passing is allowed in Spec-D 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.

5. 13. TANDEM JUDGING EXAMPLES

The situations below are examples to demonstrate how the judges break down each tandem battle and take each driver’s actions into account to find a winner.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	

Example after run 1 and the judges notes

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Figure 6

Example after run 1 and 2 and the judges notes

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Great proximity, aggressive
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

Figure 7

Example of the decision making process after a completed battle.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Spin -ZERO-
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Spin -ZERO-

In the event of two unrelated INCOMPLETEs from both drivers on the second run, that run is considered a tie, as neither driver was able to complete the run and earn an advantage. In this case, the judges will refer to the first run to establish a winner.

DRIVER NAME	RUN 1	RUN 2
Driver A	Lead: Filled all zones, good angle, missed clip 2	Chase: Spin -ZERO-
Driver B	Chase: Mid proximity, ran lower line outside zone 1, good on outside zone 2	Lead: Missed zone 1, one wheel off outside zone 2, good on clip 2

In the event of an INCOMPLETE from one of the drivers during a run due to a mistake from the “tandem INCOMPLETEs” list, the other driver will be given the win unless a major mistake was made on his/her part during the previous run. In this case the complete loss of control resulting in an INCOMPLETE from Driver A on run 2 is enough to give Driver B the overall win

Driver Name	Run 1	Run 2
Driver A		Chase: ZERO X
Driver B	Chase: ZERO X	

In the event of INCOMPLETEs from both drivers on the chase run, as neither driver was able to complete the chase run and earn an advantage. (Figure 10) In this case, the judges will refer to the Lead runs to establish a winner.

Driver Name	Run 1	Run 2
Driver A	Lead: Zero from the Zeros list X	Chase: No chase required after the lead's zero X
Driver B	Chase: No chase required after the lead's zero X	Lead: Zero from the Zeros list X

In the event of INCOMPLETEs from both drivers on the lead run, as neither driver was able to complete the lead run and allow the other driver to chase.

In this case, the judges may declare a One More Time.

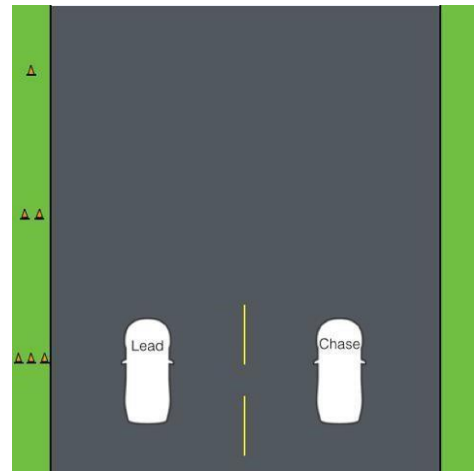
One More Time (OMT) calls are not intended for poorly executed tandem battles. The judges reserve the right to make a judgment call on battles that contain a multiple variety of mistakes and/or deductions and declare a winner.

5. 14. TANDEM INITIATION PROCEDURE

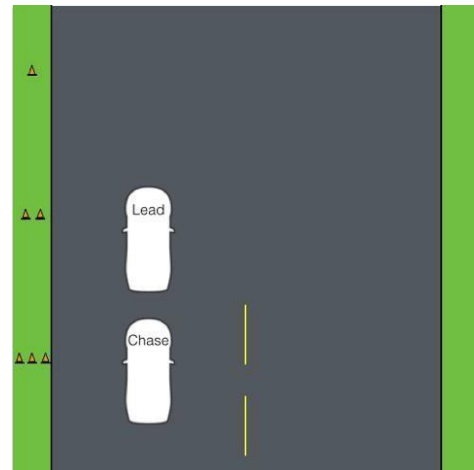
In an effort to give drivers the choice of which initiation technique they would like to utilize, an initiation procedure has been implemented that must be followed by both the lead and chase drivers.

There will be lines painted on the course surface to divide the course in two lanes. The lead driver may use a "flick" to initiate, but must always remain in his/her lane (not touching the dividing line at all) while doing so. There are two different initiation scenarios the chase driver can use, with different rules:

SIDE BY SIDE – The chase driver can choose to initiate immediately beside the lead driver within the full width of the chase vehicle lane. The vehicle must not cross the center line until the end of the last portion of the painted line. This will end an appropriate distance from the latest initiation point. This will give the lead driver the full width of the lead vehicle lane to use the desired initiation technique, while giving the chase vehicle the opportunity to maintain proximity and also give the time to get positioned for an initiation before the latest initiation point.



SINGLE FILE – The chase driver can also choose to initiate behind the lead driver. In this case the chase driver can remain in the same lane as the lead driver with as much proximity as the chase driver can achieve while staying behind the lead vehicle. In this case, the lead driver also has the full width of the lead vehicle lane to initiate in any manner desired, as the chase vehicle must stay behind the lead vehicle until the lead vehicle has initiated.



Violations of side by side or single file procedure may result in a restart.

5. 15. TANDEM CONTACT AND COLLISIONS

Vehicle contact in drifting is something that Spec-D recognizes as part of the sport, however collisions of vehicles while in head-to-head battle requires specific rulings and guidelines.

Contact is defined as when a vehicle touches another vehicle and/or part of the track and generally stays uninterrupted in line and angle.

Collision is defined as when a vehicle touches another vehicle and/or part of the track and is interrupted in line and angle.

LEAD VEHICLE

If the lead vehicle loses drift, goes off line or unnecessarily reduces speed too drastically in tandem and the chase vehicle hits the lead vehicle, the lead vehicle may be deemed at fault for the collision. Each judge will ascertain fault.

CHASE VEHICLE

If a Chase driver has a collision with a lead driver while fulfilling the lead driver goals then he will be deemed at fault.

DAMAGE DUE TO COLLISION

Once a collision has occurred, the Judges will ascertain fault.

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 Time Out.

RUN 1 COLLISIONS

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, a Spec-D 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 laps of the battle, he will not move on in competition.

If the case above occurs in the final battle, Spec-D 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 qualifying 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,

the lead driver will be given fault and an INCOMPLETE. If the damage sustained to the chase vehicle is severe

that major repairs necessary to continue in competition, and that can be verified by the Series Director, then the lead driver will be eliminated from the competition and the victory given to the chase driver.

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 that may or may have not affected either driver or may have not been either driver fault, the Technical 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 they result leaves either driver with a tire puncture or wheel damage, the Series 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.

RUN 2 COLLISIONS

If a collision 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.

5. 16. 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.

5. 17. 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 Spec-D official. Only Technical 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 five (5) minutes and are to be administered by the Series Director.

Tire changes will not be allowed during Competition Timeout unless debanding has occurred or rim/tire damage due to a collision. Tires are required to make 2 consecutive runs.

Competition Time outs 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.

Teams may only use one (1) Competition Timeout throughout the competition. Competition Timeout's are allowed to be used during Qualifying or Tandem Elimination battles. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed in the hot pit. Vehicles needing to go to the main pit for a Competition Timeout are not permitted, unless otherwise noted in the drivers meeting (i.e.: venue space limitations).

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 five (5) 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 car is permitted to be put on jack stands. The tow truck must also leave the location before starting the five (5) minutes. The Technical 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.

Five (5) minutes will run out if your car is:

- Not Running
- Not on the ground
- Not safe to drive in the position required (lead or follow)
- 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 five (5) minutes.

5. 18 . COMPETITION PROTESTS AND APPEALS

COMPETITION PROTESTS

A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility may be made at any time. All vehicle eligibility protests will be reviewed and arbitrated by the Series Director.

Protests will be allowed in all rounds of tandem competition except the Finals.

Judges Qualifying scores are not able to be protested.

The subjective areas of a judge's score and decision are not able to be protested.

Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to Spec-D protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.

External data or video is not permissible in the evaluation of a protest. Only Spec-D data and camera footage will be allowed in a review of a protest.

FILING A COMPETITION PROTEST

Protests are expected to be well founded, reasonable, logical, and based on sound evidence.

Every protest shall be made in writing on the Spec-D protest form.

The protest form needs to be completely filled out and must specify which part of the Spec-D Rules & Regulations that is in question, signed by the driver, spotter, or team representative making the protest.

The Protest form must be accompanied by the appropriate protest fee and presented to a Spec-D official or to the judge's stand within the time limit specified in the chart below.

Presentation of the form to the judge's stand must be in a professional and sportsman like manner. Failure to do so will result in your protest not being reviewed.

COMPETITION PROTEST AND TIME LIMITATION CHART

Round	Time Limitation
TOP 16	Prior to start of Top 8
TOP 8	Prior to start of Top 4
TOP 4	Prior to start of Finals

REVIEWING COMPETITION PROTESTS

The Spec-D appointed committee, shall review the protest and render a decision as soon as possible. The committee will attempt to give all interested parties an opportunity to comment or provide input.

If a protest review is denied the protest fee will be forfeited.

If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of championship points.

COMPETITION APPEALS

Once a protest has been reviewed and denied, the driver will have the right to file a post event regarding the decision if the following conditions have been met.

An appeal must be filed within 24 hours of the final battle of the event.

The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest.

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

Due to time constraint, appeals may not be reviewed concerning decisions at the final events of the year.

Send appeals via email to Shawn@spec-d.ca

6. CHAMPIONSHIP POINTS

6. 1. QUALIFYING

1 st – 16 points	9 th – 8 points
2 nd – 15 points	10 th – 7 points
3 rd – 14 points	11 th – 6 points
4 th – 13 points	12 th – 5 points
5 th – 12 points	13 th – 4 points
6 th – 11 points	14 th – 3 points
7 th – 10 points	15 th – 2 points
8 th – 9 points	16 th – 1 point

6. 2. COMPETITION POINTS

1 st – 100 points	6 th – 61 points	11 th – 54 points
2 nd – 88 points	7 th – 61 points	12 th – 54 points
3 rd – 78 points	8 th – 61 points	13 th – 54 points
4 th – 69 points	9 th – 54 points	14 th – 54 points
5 th – 61 points	10 th – 54 points	15 th – 54 points
16 th – 54		

6. 3. CHAMPIONSHIP RANKING TIE BREAKING

If a tie occurs in the points standings– the tie breaker will be the finish rank of the most recent round.

Example: Driver Y and Driver Z both have 212 points at the end of the season, Driver Y finished 14th and Driver Z finished 13th in the most recent round. Driver Z will be ranked above Driver Y



PROTEST FORM

EVENT: _____

DRIVER NAME: _____

SIGN: _____

VEHICLE ELIGIBILITY UNDER PROTEST (IF APPLICABLE)

DRIVER:

CAR #:

BATTLE UNDER PROTEST: (IF APPLICABLE)

vs.

BRIEF DESCRIPTION OF YOUR PROTEST:

RULEBOOK SECTION IN PROTEST:

PROTEST AND TIME LIMITATION CHART

Round	Time Limitation	Fee
TOP 16	Prior to start of Top 8	\$100.00
TOP 8	Prior to start of Top 4	\$50.00
TOP 4	Prior to start of Finals	\$0.00

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