

A driver should not be penalized for mistakes caused by the other driver.

01 QUALIFYING

JG-03, 04

EVALUATE

Qualifying measures how well a driver can complete the judged course with control, commitment and accuracy.

BEST RUN

The driver's highest valid run score is the primary qualifying rank.

SECOND-BEST RUN

If best run score is tied, the higher second-best run score ranks first.

CATEGORY TIEBREAKS

Compare best Line, then best Angle, then best Style values across the two runs, in that order, when available. If required scoring data is unavailable, EFVD moves to the next available tiebreaker.

STILL TIED

If all posted qualifying criteria remain equal, judges review the tied runs and record the decision.

02 BATTLE DECISIONS

JG-05, 12, 13

COMPARE BOTH RUNS

Judges compare the full lead/chase exchange, not one isolated moment unless that moment creates a major fault, DNF or decisive advantage.

BOTH MAKE MISTAKES

If both drivers make mistakes, judges compare severity, location, fault, timing and effect on the battle before deciding or calling OMT.

ONE MORE TIME

One More Time is used when judges cannot clearly separate the drivers after reviewing both runs. EFVD does not publish a fixed maximum number of OMT calls; judges decide what is needed for the battle. An OMT means both drivers repeat the full lead/chase exchange.

COMMUNICATE THE DECISION

Drivers receive the decision during live flow. After the event, they may request a Judging Clarification. Any eligible Live Battle Protest must meet the event's announced deadline.

03 LEAD STANDARD

JG-06

INITIATION

Initiate at the event-specific point without brake-checking or manipulating the chase.

LINE, ANGLE AND PACE

Fill zones and hit clips according to the event briefing. Maintain competitive angle without sacrificing control. Drive a chaseable run without unexpected slowing or avoidable disruption.

DECELERATION AND CONTROL

Normal drift control is allowed, but brake-checking, parking, baiting contact or abnormal deceleration can create lead fault.

FINISH

Complete the judged course in drift through the posted finish marker unless staff or judges call otherwise.

04 CHASE STANDARD

JG-07

START

Chase may leave early. Its position relative to the lead at the initiation point is not itself a fault; both drivers must follow the posted start procedure and avoid interference or contact.

INITIATION

Enter with the lead, be in drift by the required marker and avoid contact before initiation.

PRESSURE AND MIMICRY

Apply controlled pressure. Avoidable contact can create chase fault. Match the lead driver's line, angle and transitions where possible.

ACTIVE CHASE

A chase that falls away, stops chasing or abandons proximity without cause can lose significant battle value.

PASSING

Passing is only considered when the lead becomes clearly unchaseable and the chase can pass safely on the inside. Partial or forced passes remain chase fault review.

05 MISTAKES AND DNF

JG-08, 09

CORRECTIONS

Minor deduction if the run remains controlled. Larger deduction or battle disadvantage.

INITIATION DISCIPLINE

Three-point initiations, stacked feints or delayed commitment are not permitted unless the event briefing specifically allows them.

STRAIGHT INITIATION

Entering drift directly from a straight approach without a feint or flick results in a deduction to the initiation score.

TIRE DROPS

Deduction is based on severity, location, number of tires and effect on line, angle, proximity or battle flow.

TWO TIRES OFF

Usually a major deduction when it affects the judged line, zone fill, proximity or control.

FOUR TIRES OFF

Usually DNF or major fault when the car leaves the judged course enough to invalidate the run.

SPIN, STOP, MAJOR OFF / UNCHASABLE

Usually DNF for that run.

06 CONTACT AND RESTARTS

JG-10, 11

BEFORE INITIATION

Contact occurring before the initiation point will be reviewed by the judges. An accidental incident may result in a restart. Avoidable contact, interference with the lead driver's initiation, or improper start procedures may result in a deduction, DNF, or other penalty depending on severity.

INCIDENTAL CONTACT

May be noted with no major fault if it does not affect line, proximity, control or outcome.

RESTART CONFIRMATION

If a restart line is used, stop safely before it for a valid issue and notify staff. Wait for staff or judges to confirm whether the run restarts.

TECHNICAL OR DESYNC CONTACT

Drivers are accountable for their own connection. Review replay, stream, server context and whether both drivers contributed.

07 START AND INITIATION

JG-05, 08

START ABUSE

Forced contact, deliberate interference or abuse of the posted start procedure can create restart, DNF or conduct review.

THREE-POINT INITIATION

Major deduction, DNF or procedure review unless specifically allowed by the event briefing.

STACKED FEINT / DELAYED COMMITMENT

Can be treated as manipulated, late or incomplete initiation.

INCOMPLETE INITIATION

Major deduction or DNF when the driver misses the initiation requirement enough to break the judged run.

CHASE NOT IN DRIFT AT INITIATION

Major deduction, DNF or battle disadvantage depending on timing and impact.

08 LEAD / CHASE EXCEPTIONS

JG-06, 07

POSTED DECELERATION ZONES

If a decel zone is posted, slow in the expected area and return to judged pace without parking or creating an artificial trap.

REFERENCE CONSISTENCY

Do not change line, pace or timing between lead runs in a way that manipulates the chase instead of driving the posted course.

REACTION TO LEAD ERROR

If the lead makes a major mistake, the chase should avoid contact when reasonable, continue safely and avoid creating a second fault.

OFFSET AND TIMING

Good chase position follows the lead's timing and angle instead of shortcutting inside, parking beside the lead or aiming at the door without control.

09 CONTINUITY AND RECOVERY

JG-08, 09

STRAIGHTENING

Major deduction or DNF when the car loses drift angle enough to break continuity.

PAUSE IN DRIFT

A visible pause, stalled slide or dead moment may be judged as reduced flow, major correction or straightening depending on severity.

RE-INITIATION AFTER STRAIGHTENING

Regaining drift after a major straightening does not erase the original mistake; judges still evaluate the loss of continuity.

INCOMPLETE FINISH

Major deduction or DNF when the driver stops drifting, shuts down early or fails to complete the judged course to the posted finish marker.

WRONG DIRECTION OR REVERSE

Driving against flow, reversing on course or recovering in a way that breaks the judged run can create DNF or conduct review.

10 PASSING AND INTERFERENCE

JG-08

INVALID PASS

Can create a major deduction, chase DNF or fault assignment if the lead run was still chaseable, the pass was outside, or the chase forced contact.

PARTIAL PASS

Evaluated as chase positioning unless the pass is safely completed because the lead became unchasable.

VALID INSIDE PASS

May support lead DNF when the lead creates an unchasable run and the chase passes safely on the inside.

UNSAFE REJOIN

Can create fault, DNF or DQ review if the driver returns to line unpredictably or interferes with the other driver.

BLOCKING / CONTACT AFTER MISTAKE

Can create DNF, DQ review or fault assignment even when the original mistake already reduced judged value. A driver who already lost control may still receive additional fault if their recovery, rejoin or blocking causes contact.

11 RESTARTS AND DESYNC

JG-10, 11

BEFORE RESTART LINE

If a restart line is used, stop safely before it for a valid issue and notify staff. Wait for staff or judges to confirm whether the run restarts.

AFTER RESTART POINT

The run usually continues unless judges or staff decide otherwise.

RESTART ABUSE

Stopping without valid cause, baiting contact or repeatedly forcing resets can lead to DNF or conduct review.

CONNECTION ACCOUNTABILITY

Drivers are accountable for their own connection. Review replay, stream, server context and whether both drivers contributed.

12 OMT, DECISIONS AND REVIEW

JG-02, 12, 13

OMT RUN ORDER

OMT runs repeat the same lead/chase order unless staff or event procedure says otherwise.

BOTH DRIVERS DNF DURING OMT

If both drivers DNF during an OMT, judges consider the lead for each run and the full available context.

DRIVER A DECISION

Driver A has the majority judge vote after both runs.

DRIVER B DECISION

Driver B has the majority judge vote after both runs.

NO CLEAR MAJORITY

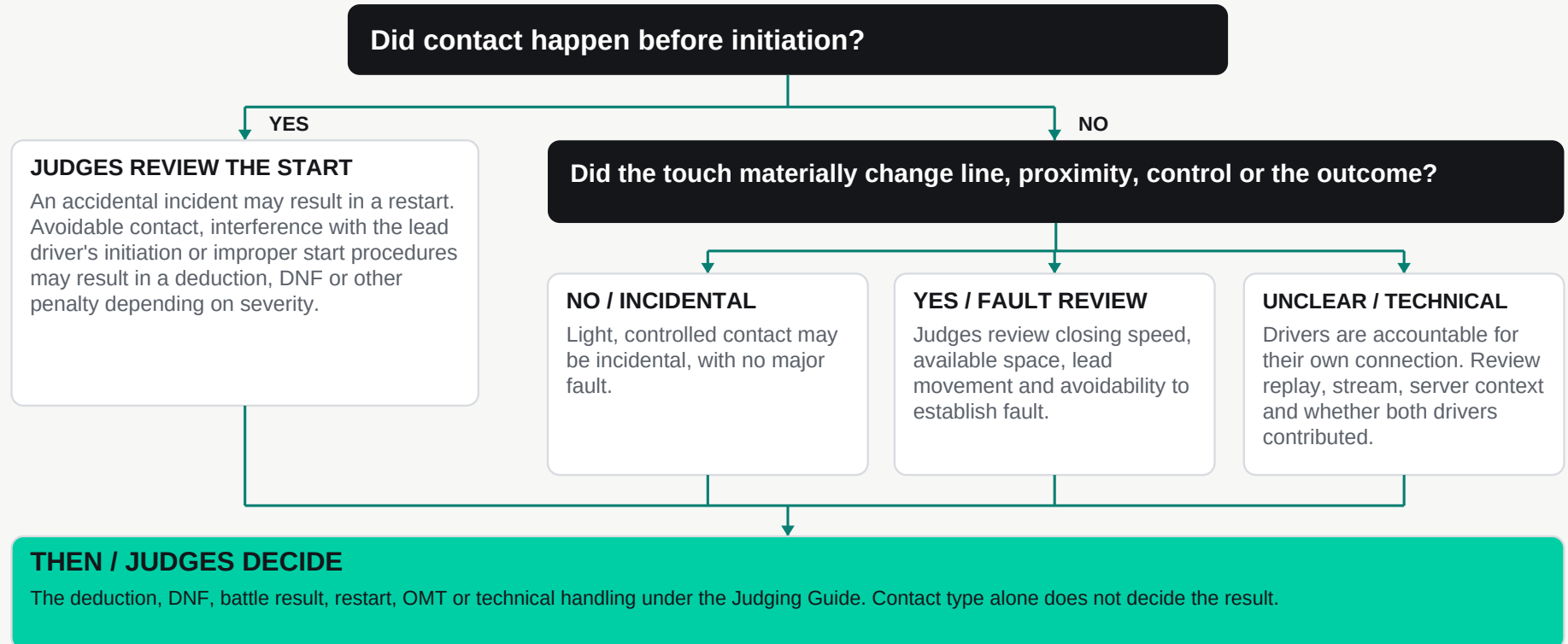
The judges cannot separate the drivers clearly enough, or the vote does not create a clear driver majority.

MAJOR FAULT DECIDES

A spin, not-chasable run, unsafe rejoin, invalid pass or avoidable decisive contact can decide the battle without needing equal weight across every category.

REPLAY / D.R.I.F.T. PRO

May be used to review timing, contact, position, course limits or context. Analytics may support judge review when available.



COMMON COLLISION SITUATIONS / REVIEW FOCUS AND POSSIBLE FOLLOW-UP

CONTACT BEFORE INITIATION

Whether staging, start behavior, closing speed or interference with the lead driver's initiation created the contact. An accidental incident may restart; avoidable contact or improper start procedure may result in a deduction, DNF or other penalty depending on severity.

INCIDENTAL CONTACT

Whether the touch was light, controlled and did not materially alter either run. May be noted with no major fault if it does not affect line, proximity, control or outcome.

FRONT-TO-REAR CONTACT

Whether the chase had avoidable closing speed or the lead made abnormal deceleration. Fault assigned to the driver who created the avoidable contact or trap.

DOOR OR SIDE CONTACT

Whether the chase held controlled proximity or forced overlap beyond available space. May be incidental, chase fault or shared fault depending on position and effect.

LEAD DROPS LINE INTO CHASE

Whether the lead left the judged line, corrected, rejoined or pinched the chase unexpectedly. Lead fault may apply when the chase had a reasonable and controlled position.

CHASE CONTACT AFTER INITIATION

Closing speed, timing, positioning and avoidability. Chase fault, deduction, DNF or battle loss depending on impact.

LEAD CONTACT AFTER INITIATION

Abnormal correction, brake-checking, major line drop or unpredictable movement. Lead fault, deduction, DNF or battle loss depending on impact.

CONTACT AFTER A DNF-LEVEL MISTAKE

Whether the affected driver continued, blocked, rejoined or interfered after losing the run. Additional fault, DNF or DQ review can apply even after the original mistake.

SHARED, TECHNICAL OR DESYNC CONTACT

Drivers are accountable for their own connection. Review replay, stream, server context and whether both drivers contributed. Restart, OMT, no major fault or staff technical handling depending on context.