

# **Good Luck League**

**1 vs 1 BATTLE COMPETITION**

**Rulebook**

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# 1. Introduction

Thank you for participating in the Good Luck League's Battle Competition. Our objective for these events is to provide a competitive, yet fun environment for participants to test their skills, push themselves, and drive as best they can. Our 1 vs 1 Battle Competition will enable drivers to drive to their limit and test their skills directly against their fellow drivers.

Please review the guidelines throughout this document prior to the event. This rulebook will ensure all participants will be prepared for the competition.

## 2. Machine Eligibility

### 2.1. Technical

Technical requirements are straight-forward and reflect our other non-competition events. Inspection is at the discretion of each driver, and it is your responsibility to ensure your car follows the requirements. If your car has any outstanding issues, you will be disqualified from the competition.

- Battery must be secured with battery-tie down, and if relocated, a proper battery box must surround the battery
- Absolutely no leaks from the vehicle
- No restrictions on engine modifications, engine swaps from other chassis OK
- No restrictions on suspension modifications
- Front and rear windshields must be present and not excessively cracked
- Driver and passenger windows must be completely down when on course
- Wheels must be properly secured with all lug nuts present

### 2.2. Safety

Car and driver safety is our number one priority. Ensure you take proper measurements in order to meet the specifications listed below. The Good Luck League staff will be enforcing all aspects of safety, so be sure yourself and your car meet these requirements.

- Racing harness recommended, stock seat belts OK
- Roll cage recommended but not required
- Bucket seat highly recommended, stock seat OK
- A minimum of DOT-approved helmet required
- Interior must be cleared out of any loose items that may injure drivers
- Fire extinguishers are highly encouraged
- During competition, no passengers are allowed
- No rear passengers allowed at any time
- Passengers cannot hold cameras while on course at any time

## 2.3. Appearance

The Good Luck League strives for cars with great style and overall appearance. Though subjective, these guidelines will help participants achieve our interpretation of what makes a machine visually appealing.

- All body panels should be present from the beginning of the event
- All lights must be in factory position, or converted properly
- Avoid excessively poor-fitting wheels, either protruding or sunk from fenders
- Paint should be presentable and not mis-matched

## 3. Competition Format

### 3.1. Qualifying

- Practice will start in the morning of the event, and will be used as qualifying
- Judges will be onlooking all participants during practice, and will use their collaborative discretion in choosing drivers to enter the Top 16
- All drivers will be gathered around lunch time where the Top 16 will be announced
- Track will be hot for the entire duration of qualifying, so get in as many runs as you can for the judges to see
- Drivers can choose to drive solo or tandem, it's the driver's discretion to how they feel their skills will be best displayed
- Very loose "clipping points" will be laid throughout the course in key areas to ensure drivers are following the correct line

### 3.2. Top 16 and Finals

A traditional bracket system will be used for the Top 16, and will comprise of drivers selected by judges during qualifying. Each driver will be randomly placed in the bracket.

#### 3.2.1. Top 16 Format

We will be using the traditional *tsuiso* format seen in most Japanese competitions. There will be 2 runs, with one driver leading first, and once the lap is completed the other driver will lead.

- The first lead driver (Driver A) will be decided by whoever is listed first in the bracket
- For each run, both drivers will grid at the start line next to each other
- The lead driver will be gridded on whichever side the **outside** of the first turn will be
- Both drivers will acknowledge each other, then start the run
- There will be a setup turn at the start, the **lead driver** is **required to drift this turn**, the **chase driver** has the option of **gripping up** if they choose, this will ensure a small gap between drivers when entering the first judged turn
- Driver A will lead for one run, with the other driver (Driver B) in the chase
- Run one will be judged immediately after
- After the first run is completed and the judging has been completed, competitors will switch positions and Driver B will lead for the next run with Driver A in the chase
- Run two will be judged immediately after

- The winner will be announced, and will then be directed back to the competitor pool area, and the loser will be directed back to the pits
- In the event of a ONE MORE TIME, the drivers will do another two laps in the same order as the first runs

### 3.2.2. Top 8, Top 4, Top 2 Finals Format

- Each “top” will mirror the Top 16 format until 1 driver is crowned the winner
- There will be a battle between the losers of both Top 4 brackets for 3rd place
- After competition runs, the top 3 drivers will be positioned in front of the gallery
- The winner will be announced, and prizes will be given to 1st, 2nd, and 3rd places

### 3.2.3. Additional Notes

- Runs will only be judged on the predefined sections of the course
- If emergency repairs required, a 10-minute time limit will be given (at the discretion of staff and judges)
- If a driver is unable to compete during Top 16 in the first bracket, judges will select an alternative driver
- If a driver is unable to compete during Top 16 in any bracket other than the first, the opposing driver will get an automatic win

## 3.3. Post-Competition

Once the winning team has been decided through the competition, the course will be open for all participants until the end of the day. This includes solo (not preferred), twin, and group drifting.

## 4. Judging Criteria

A points system will not be used for this Battle Competition. Instead, we will rely on the judges to collectively make decisions, trusting their own driving and previous judging experiences. That being said, all judges will be using the same criteria:

As a lead driver, you must complete a run as you would in a *tanso* single run, being judged on:

- Line
- Speed
- Angle
- Technique

As a chase driver, you must follow the lead driver, being judged on:

- Proximity to lead driver
- Timing of transitions to the lead driver
- Line
- Matching angle
- Technique

*NOTE: this is not Formula D, and we don't give a shit about smoke.*

## **5. Closing Statements**

Competitive environments enable drivers to strive for the top and drive at their limit. One of the main goals of the Good Luck League is to create an environment where drivers can increase their skills and elevate the level of driving. That being said, the number one priority of drifting is fun. Take these competitions as seriously as you'd like, but above all, be sure you enjoy what you're doing. As with all hobbies and sports, if you're not having fun, it's not worth it.

Review and follow this rulebook to prepare for the Battle Competition to the best of your abilities. If you have any questions, please feel free to reach out to the staff and we'll do our best to assist you in any way we can.

**Let's do the D!**