

# Tandem Format

## ## 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.

## ## 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.

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