

# Formula Drift Professional Drifting 2008 Rules and Regulations



# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### Introduction

We are pleased to provide you with the 2008 edition of the competition rules of Formula Drift Professional Drifting.

This edition of the rules establishes the foundation for the organization and conduct of the Formula Drift Professional Drifting. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully.

Formula Drift wishes you a safe and successful racing season.

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**Formula Drift Professional Drifting**  
**2008 Rules and Regulations**

**Table Of Contents**

<b>Section</b>	<b>Page</b>
<b>1 Series Administration</b> .....	<b>5</b>
1.1 Administrative Control.....	5
1.2 Official Meetings.....	5
1.3 Acknowledgement of Rules.....	5
1.4 Operating Authority.....	5
1.5 Interpretation and Application of Rules.....	5
<b>2 LICENSING</b> .....	<b>7</b>
2.1 Formula Drift Membership and Participant License.....	7
2.2 Formula Drift Competition License.....	7
<b>3 CODE OF CONDUCT</b> .....	<b>8</b>
3.1 Driver / Team Appearance.....	8
3.2 Conduct & Demeanor (Code of Conduct).....	8
3.3 Entries.....	9
3.4 Alcohol, Narcotics, Performance Enhancing and/or Recreational Drugs.....	9
<b>4 GENERAL SERIES REGULATIONS</b> .....	<b>10</b>
4.1 Officials.....	10
4.2 Series Identification.....	11
4.3 Registration.....	11
4.4 Team Representative.....	12
4.5 Meeting Attendance.....	12
4.6 Range Of Penalties.....	12
4.7 General Pit, Paddock, and Course Rules.....	13
4.8 Changes to Rules and Specifications.....	14
4.9 Flag Signals.....	14
4.10 Radios.....	15
4.11 Passengers.....	15
4.12 ENTERED VEHICLES.....	15
<b>5 PROTESTS</b> .....	<b>16</b>
5.1 Informal Inquiry.....	16
5.2 Lodging a Protest.....	16
5.3 Hearing Protests.....	16
<b>6 TECHNICAL INSPECTION</b> .....	<b>17</b>
6.1 ELIGIBILITY Inspections.....	17
6.2 Modifications.....	17
6.3 Damage.....	18
6.4 Team Representative.....	18
<b>7 REQUIRED SAFETY EQUIPMENT</b> .....	<b>19</b>
7.1 Occupant Safety Equipment.....	19
7.2 Restraint Systems.....	19
7.3 Seats.....	19
7.4 Roll Cages.....	20
7.5 Mounting Hardware (Bolts).....	23
7.6 Window Restraints.....	23
7.7 Fire Suppression System.....	23
7.8 Towing Apparatus.....	24
<b>8 COMPETITION VEHICLES</b> .....	<b>25</b>
8.1 Vehicle Eligibility.....	25
8.2 Engine & Transmission.....	26
8.3 Chassis & Suspension.....	26

**Formula Drift Professional Drifting**  
2008 Rules and Regulations

8.4	Fuel System.....	26
8.5	Electrical System.....	27
8.6	Exhaust System .....	27
8.7	Brake System .....	27
8.8	Engine Cooling System .....	27
8.9	Interior.....	28
8.10	Exterior.....	28
<b>9</b>	<b>TIRES.....</b>	<b>30</b>
9.1	Tire Eligibility.....	30
9.2	Approved Tires .....	30
9.3	Modifications.....	30
<b>10</b>	<b>DATA AQUISION SYSTEM .....</b>	<b>31</b>
	<b>Appendix A - General &amp; Technical Safety Inspections .....</b>	<b>32</b>
	<b>Appendix B - Occupant Restraint Regulations .....</b>	<b>33</b>
	<b>Appendix C - Approved Tires .....</b>	<b>36</b>
	<b>Appendix D - Decal Placement.....</b>	<b>37</b>
	<b>Appendix E - Competition Format – Formula Drift Pro Championship.....</b>	<b>39</b>
	<b>Appendix F - Competition Format – Team Drift Championship .....</b>	<b>45</b>
	<b>Appendix G - Data Aquisition .....</b>	<b>46</b>
	<b>Appendix H - Insurance Summary.....</b>	<b>47</b>
	<b>Appendix I - Radios .....</b>	<b>48</b>
	<b>Appendix J - Miscellaneous .....</b>	<b>49</b>
	<b>Conversion Chart.....</b>	<b>50</b>

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 1 SERIES ADMINISTRATION

#### 1.1 ADMINISTRATIVE CONTROL

The Formula Drift Pro Championship is a wholly owned subsidiary of Formula Drift Holdings, LLC. (FORMULA DRIFT) and sanctions all Formula Drift events including the Formula Drift Pro Championship, Formula Drift Team Championship, Formula Drift Pro-Am Series, and other events managed by Formula Drift (EVENTS). The business administration of the series is managed by Formula Drift Holdings, LLC.

#### 1.2 OFFICIAL MEETINGS

A FORMULA DRIFT representative shall be present at any official meeting, or hearing, involving interpretation or implementation of this rulebook or the operation and business matters of FORMULA DRIFT in general.

#### 1.3 ACKNOWLEDGEMENT OF 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 FORMULA DRIFT EVENT, and any person who receives a FORMULA DRIFT license, warrants that:

- He/She is acquainted with the series rules.
- He/She agrees without reservation to abide by the series rules.
- He/She renounces the right to have legal recourse, except with the written consent of FORMULA DRIFT, to any arbitrator, or tribunal, not provided for in the rules.

#### 1.4 OPERATING AUTHORITY

At race events, the FORMULA DRIFT Chief Steward (CHIEF STEWARD) has authority for the conduct of all competition aspects of the event. He/She reports to the President of FORMULA DRIFT, with all other Race Officials reporting to him. Race Series Officials have authority for the President of FORMULA DRIFT.

#### 1.5 INTERPRETATION AND APPLICATION OF RULES

FORMULA DRIFT 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:

## **Formula Drift Professional Drifting**

### **2008 Rules and Regulations**

- 1.5.1 Determinations and/or decisions made by FORMULA DRIFT officials are non-litigable.
- 1.5.2 They will not initiate or maintain litigation of any kind against FORMULA DRIFT, or anyone acting on behalf of FORMULA DRIFT, 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;
- 1.5.3 If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse FORMULA DRIFT, and/or partners, agents, or affiliate organizations of FORMULA DRIFT, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all FORMULA DRIFT privileges suspended until litigation is complete.
- 1.5.4 FORMULA DRIFT reserves the right to amend, or modify, the rules at any time (including individual series regulations and supplementary regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Drift Competition Memos, or other medium.
- 1.5.5 The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.
- 1.5.6 As of January first (1<sup>st</sup>) of each year, the Rules & Regulations for that year shall supersede all versions from previous years

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

## 2 LICENSING

FORMULA DRIFT competition is open to all competitors worldwide.

### 2.1 FORMULA DRIFT MEMBERSHIP AND PARTICIPANT LICENSE

All drivers and crewmembers working in the pits, or other designated high-risk area, must be 18-years, or older, be a current FORMULA DRIFT member, and hold a current Participant I.D. License. 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 rule book.

### 2.2 FORMULA DRIFT COMPETITION LICENSE

All FORMULA DRIFT drivers must be licensed by FORMULA DRIFT, **or through an FIA accredited sanctioning body**, in order to compete in a Formula Drift Pro Championship event or Formula Drift Team Championship event. FORMULA DRIFT drivers that are ranked (having scored at least one competition point in the previous championship season) will automatically be eligible for a FORMULA DRIFT License the following year. All remaining drivers and any new driver wishing to obtain a provisional FORMULA DRIFT license (LICENSE) will have two (2) options. Provisional licenses will be valid for the season for which it was granted and for the number of events specified. Failure to perform competitively in a FORMULA DRIFT EVENT and/or acquire any competition points, will result in revocation of the provisional license.

#### 2.2.1 Option 1: FORMULA DRIFT PRO-AM Series [recommended]

Competitors wishing to obtain a LICENSE must compete in a FORMULA DRIFT Pro-Am Series. The number of LICENSES granted shall be dependent upon the total number of LICENSES allotted for the specific event determined by, but not limited to, the overall skill level of the competitors in the driver's field and if FORMULA DRIFT deems the driver to be fit to compete on a professional and competitive level in the championship. FORMULA DRIFT guarantees that at least 1 license will be granted at each event.

FORMULA DRIFT Pro-Am Series competitions will be judged by officials selected through operating agencies approved by FORMULA DRIFT. Courses will be set up to replicate the speed and dynamics of a typical course in a FORMULA DRIFT Pro Championship event. Drivers eligible for or who possess a LICENSE are not permitted to compete in the FORMULA DRIFT Pro Am Series.

#### 2.2.2 Option 2: Licensing Appeal

A Driver that believes that he/she is qualified to compete in the FORMULA DRIFT Pro Championship on a competitive level may submit a profile and resume to FORMULA DRIFT for review. After a reasonable review period, the driver will be notified by FORMULA DRIFT on the status of their request. Driver's with insufficient experience or credentials will not be considered and will be notified that they must obtain a LICENSE through Option 1. Upon approval of the Licensing Appeal, a provisional license will be granted by FORMULA DRIFT.

Note: Drivers who forfeit their LICENSE will only be re-issued a new license via the Pro-Am Series Option (Option 1) and are ineligible to pursue option 2.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 3 CODE OF CONDUCT

#### 3.1 DRIVER / TEAM APPEARANCE

Drivers and Teams must be clean and presentable at all times. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver Uniform must include the driver's name in an easily visible location. Driver and team uniforms must have all required series patches in the specified location and must include the team logo and/or team name. (See also Appendix D)

Only uniformed team members are allowed in "hot" areas including the grid.

#### 3.2 CONDUCT & DEMEANOR (CODE OF CONDUCT)

##### 3.2.1 Paddock and On-Track Conduct

A driver, crew member or other "hard carded" participant acting in such a way that is considered by a FORMULA DRIFT Official as endangering others will be fined a minimum of \$500 dollars and up to \$10,000 dollars and may be disqualified from participating in any or all FORMULA DRIFT events. 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. FORMULA DRIFT 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.

##### 3.2.2 Demeanor towards Officials, Staff and/or Judges

Every FORMULA DRIFT 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 official judges will be subject to the same penalties as listed above.

##### 3.2.3 Application of Code of Conduct

Code of Conduct rules apply during the course of any FORMULA DRIFT activity, including but not limited to test days, set up times, official meetings, competition events and demonstration events.

##### 3.2.4 Consequential Actions

The Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of any FORMULA DRIFT activity. Drivers, crew and others representing a driver and/or team are to act in a professional manner:

- A. First offense may result in a warning, disqualification, fine of \$50 to \$1,000, or probation for a period time specified by FORMULA DRIFT.
- B. Second offense may also result in a fine of \$50 to \$1,000, a warning, disqualification, fine, or probation, per person, per incident, and/or a deduction of between 1 and 54 Championship points.
- C. Third offense may also result in the removal and disqualification of the entrant or team from the competition and/or season.

In cases of extreme misconduct, FORMULA DRIFT reserves the right to take any other action deemed necessary.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 3.3 ENTRIES

All entrants must follow the official FORMULA DRIFT 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 control. A breach of such contract may be treated as a breach of these regulations.

#### 3.3.1 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, and at least five (5) days before the event, whenever reasonably possible. FORMULA DRIFT may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. FORMULA DRIFT has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

#### 3.3.2 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.

#### 3.3.3 WITHDRAWAL of ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, prior to the opening of on-site event registration. In such cases, FORMULA DRIFT shall return the entry fee. An entrant, or driver, accepted to take part, who does not do so without making a proper withdrawal of entry, shall forfeit all entry fees. An entrant, or driver, accepted to take part, who does not take part without making a proper withdrawal of entry, and who participates elsewhere in the same period, shall be guilty of violation of these regulations and liable for penalties to be assessed by the CHIEF STEWARD, including mandatory forfeiture of all entry fees, and shall have no right to protest, or appeal, such judgment except as regards the fact of participation elsewhere.

#### 3.3.4 CONDITIONAL ACCEPTANCE of ENTRY

These are professional championship competitions, FORMULA DRIFT reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the President of FORMULA DRIFT, or by the CHIEF STEWARD.

### 3.4 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancement 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.

FORMULA DRIFT 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 FORMULA DRIFT, including, but not limited to, breath, blood, or urine. The CHIEF STEWARD or his designee may perform such tests. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties or removal from the event and/or series.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 4 GENERAL SERIES REGULATIONS

#### 4.1 OFFICIALS

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

- Chief Steward
- Judge
- Technical Manager(s)
- Starter
- Registrar

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-track scheduled sessions until after all events and resulting official actions are complete, except as excused by the CHIEF STEWARD. 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 President of FORMULA DRIFT, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition no OFFICIAL may compete in any event at which he is officiating.

##### 4.1.1 Conduct

Every OFFICIAL shall endeavor to conduct himself 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 FORMULA DRIFT. OFFICIALS whose actions are deemed by FORMULA DRIFT to be against the best interests of FORMULA DRIFT shall not be permitted to participate in FORMULA DRIFT events

##### 4.1.2 CHIEF STEWARD

The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competition and operations at an event for which he has been assigned. He shall ensure that all provisions of these rules and, where sanctioned, the FIA Code or other sanctioning body code, are conformed to.

##### 4.1.3 Judge

Judges shall determine scores and points assigned to individual or team competitors based on the competition criteria determined by FORMULA DRIFT. Judges shall furnish and distribute results of all qualifying sessions and races, as well as any special requests (i.e. timed practice sessions, etc.).

Judges or other entities as assigned by FORMULA DRIFT will maintain records of official times, qualifying records, lap charts, and race results for all events.

Judges or other entities as assigned by FORMULA DRIFT will also compile and distribute official results (after notification that all protests are completed and that the CHIEF STEWARD has declared the results “official”) for all qualification periods and races.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 4.1.4 TECHNICAL MANAGER

The FORMULA DRIFT Technical Manager (including any of his designees) is the authority in enforcing technical regulations (TECHNICAL MANAGER). Their decisions are non-protetable and they have the authority to amend and/or add to the rules and to make adjustments to car specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the track by written bulletin when possible.

The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile to ascertain its conformance with the Rules at any time.

The TECHNICAL MANAGER shall make a report to the CHIEF STEWARD of any automobile 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 CHIEF STEWARD to take appropriate action as provided for in these regulations.

The TECHNICAL MANAGER shall ensure that all Driver Safety Equipment is in conformance with the Rules.

The TECHNICAL MANAGER has the "right of first refusal". If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL MANAGER may disallow the preparation and issue an immediate clarification.

### 4.1.5 REGISTRAR

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, crewmembers, OFFICIALS, vendors, sponsors, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue series or event credentials without the consent of FORMULA DRIFT.

### 4.1.6 STARTER

The STARTER shall operate directly under the supervision of the CHIEF STEWARD and must be in direct communications with the CHIEF STEWARD at all times. All competing drivers shall be under the orders of the STARTER from the time the automobiles are placed in their starting positions, ready to start, until the competition is completed and all competing automobiles have left the course.

## 4.2 SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Appendix D. **The use of any FORMULA DRIFT identification, mark, logo, likeness or other intellectual property in any way outside of an official FORMULA DRIFT EVENT must be approved by FORMULA DRIFT.** The unauthorized use of any FORMULA DRIFT identification, marks, logos, likenesses, or other intellectual property may result in penalties, fines, disqualification, or legal action.

## 4.3 REGISTRATION

Registration is done under the direction of the REGISTRAR. Registration is on a first come first serve basis and may only be done so through the FORMULA DRIFT office with a valid FORMULA DRIFT license or provisional license. **FORMULA DRIFT may establish a maximum allowable number of entries or entry deadlines per event.**

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

**Sixteen (16) entries will be reserved for seeded drivers, and the balance are open to non-seeded entries.**

All FORMULA DRIFT drivers, crewmembers, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

#### 4.4 TEAM REPRESENTATIVE

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the "5-minute rule", withdrawing an entry or vehicle, and making changes and additions to the team's credential list. If the team representative must be changed during the event, the REGISTRAR, TECHNICAL MANAGER, and CHIEF STEWARD must be notified.

#### 4.5 MEETING ATTENDANCE

FORMULA DRIFT 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 and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of *one hundred fifty* dollars (\$150.00 U.S.) unless the absence is pre approved by FORMULA DRIFT. 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. FORMULA DRIFT may also impose penalties or fines for tardiness to official meetings or appointments. Drivers, crew chiefs, team managers, and entrants may also be required to attend autograph sessions and/or interview sessions or other media events if notified.

#### 4.6 RANGE OF PENALTIES

Any Participant, Driver, Entry, OFFICIAL, Team or other entity who a) violates any rule or regulation of a FORMULA DRIFT series, b) is party to a fraud or other acts of prejudice to FORMULA DRIFT or it's interests, or c) attempt to bribe or otherwise improperly influence any party connected to the FORMULA DRIFT series is subject to penalties.

The CHIEF STEWARD has the right to impose any penalty or action he/she feels is appropriate, including:

- Reprimand
- Fines
- Probation
- Suspension
- Removal from the Event
- Exclusion
- Disqualification
- Loss of Points
- Alteration of Event Results
- Any combination of the above
- Other remedies

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 4.7 GENERAL PIT, PADDOCK, AND COURSE RULES

- 4.7.1 All personnel working in an area that is designated as “hot” must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race. Crew members working in a hot area, must be uniformly attired (matching pants and matching shirts) at all times.
- 4.7.2 Only personnel with valid FORMULA DRIFT Participant Photo I.D. will be allowed access to the restricted areas as defined. FORMULA DRIFT Participant Photo I.D. cards must be available and visible at all times.
- 4.7.3 Smoking is not allowed at any time in the specified “hot” areas. Pets are prohibited in “hot” areas at all times.
- 4.7.4 The CHIEF STEWARD or his delegate is the supreme authority in enforcing pit lane, paddock, course or other operational rules or procedures. Penalties for infraction of the pit lane rules may be applied.
- 4.7.5 Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the automobile on the pre grid may get a “push start”, provided the automobile is in position prior to the start of the session. Push starts on the pre grid shall be under the supervision of a FORMULA DRIFT official to ensure that they are done in a safe manner. Push starts prior to the start and during the race are permitted only if approved by the CHIEF STEWARD. NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and power supply which must be in working order at all times.
- 4.7.6 The on-board starter must not be used as a means of propulsion, either on the course or
- 4.7.7 The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on track. This does not preclude assistance by race officials for safety reasons.
- 4.7.8 The CHIEF STEWARD may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.
- 4.7.9 **No personnel may enter a “hot” course without approval from the CHIEF STEWARD.**
- 4.7.10 All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be removed from the course. Cars competing in a race with bodywork missing may be penalized.
- 4.7.11 Refueling of cars is prohibited in the Grid or Start areas, or as otherwise specified. **Fueling is only allowed in designated fueling areas as assigned by the CHIEF STEWARD.** Extreme caution should be taken when refueling a car that has not completely cooled. When refueling, there can be only two people (approved team members) within a ten (10) foot radius of the re-fueling activity.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 4.8 CHANGES TO RULES AND SPECIFICATIONS

FORMULA DRIFT 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, as well as being posted at [www.formulad.com](http://www.formulad.com). The FORMULA DRIFT TECHNICAL MANAGER has the authority to make adjustments to safety specifications at any time if deemed necessary.

Requests for rule changes from participants are welcomed and must be received at least 14-days prior to the requested effective date.

### 4.9 FLAG SIGNALS

The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used, but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

#### 4.9.1 GREEN

The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session. Alternatively, the starter may display the national flag of the host country.

#### 4.9.2 BLACK

Summons competitor to officials in pit lane for consultation and/or penalty. The competitor is to comply on the next approach to pit entry. *Overtaking is not permitted.* Be prepared to stop on the circuit only if so directed.

#### 4.9.3 BLACK WITH ORANGE DISC IN CENTER

Informs a competitor of a mechanical problem with his vehicle that may endanger the driver, other participants or competitors. Report immediately to pit lane at reduced speed. The car may not rejoin the session until released by the series TECHNICAL MANAGER or CHIEF STEWARD.

#### 4.9.4 YELLOW

Caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction, proceed past incident in single file. *Overtaking is not permitted.*

#### 4.9.5 YELLOW, WAVED

Great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. *Overtaking is not permitted.*

#### 4.9.6 RED

The session has been stopped. Use caution and stop immediately. *Overtaking is not permitted.* Be prepared to proceed to pit lane if so directed.

#### 4.9.7 YELLOW WITH RED STRIPES

Caution, the racing surface may be affected by fluids or debris.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 4.9.8 WHITE

Caution, you are approaching a slow moving vehicle. May also be used for judging purposes.

### 4.9.9 WHITE WITH RED DIAGONAL AT START/FINISH

Emergency vehicles are on course.

### 4.9.10 BLACK & WHITE CHECKERED

Indicates the completion of the practice session, qualifying session, or race.

## 4.10 RADIOS

All FORMULA DRIFT teams are required to monitor the race operations radio frequency for information regarding track conditions, schedule adjustments, restarts, and other information from the CHIEF STEWARD. It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. Teams are not permitted to transmit on any official FORMULA DRIFT frequency or channel.

Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official FORMULA DRIFT frequency or channel.

The race operation frequency is a "community frequency" solely based on a single repeater channel. Frequency "Cloning" of any kind is prohibited.

Specific technical and/or sourcing details regarding radio equipment and frequencies can be found in Appendix I.

FORMULA DRIFT is not responsible for any costs incurred by a team or participant as a result of this requirement.

## 4.11 PASSENGERS

Teams are not permitted to have passengers for ride-a-longs unless approved by FORMULA DRIFT OFFICIALS. Supplemental documentation (Insurance Waivers) may be required to be completed at the discretion of the CHIEF STEWARD. **Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed toed shoes.**

## 4.12 ENTERED VEHICLES

Drivers shall enter and compete with only one vehicle for the duration of the EVENT, which is determined by leaving the starting line for his/her first official practice session.

A driver may change to an alternate vehicle once during the EVENT, which must be declared prior to leaving the start line for their first qualifying lap. If an alternate vehicle is declared, 5 points will be deducted from the composite score of each lap of their first qualifying session.

Vehicles that have been previously entered in any qualifying laps are ineligible as alternates.

All vehicles entered must be eligible per section 8 of these Rules and Regulations.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 5 PROTESTS

#### 5.1 INFORMAL INQUIRY

Prior to lodging a formal protest, participants are encouraged to attempt to resolve their disputes informally. Immediately upon acquiring knowledge of facts that could potentially be the subject of a dispute, affected parties may verbally notify a FORMULA DRIFT OFFICIAL of these facts. The OFFICIAL will determine the appropriate response will attempt to respond immediately, but may defer the issue to the CHIEF STEWARD. It may be necessary to defer any decision or response and participants should not always expect an immediate resolution.

An Informal Inquiry shall in no way interfere with the duties of the OFFICIAL, or the operation or safety of the event or other participants.

#### 5.2 LODGING A PROTEST

5.2.1 Every protest shall be made in writing specifying which part of the FORMULA DRIFT Rules & Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$100 within the time limits specified in these rules. The protest fee will be returned if the protest is deemed to be well-founded and is upheld by the CHIEF STEWARD.

5.2.2 All protests shall be made to the CHIEF STEWARD only.

5.2.3 A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility shall be made no later than 4 hours before the start of the qualifying round.

5.2.4 A protest against a mistake or irregularity occurring during competition shall be made within 30 minutes of the action in question.

5.2.5 A protest against the results of the competition shall be made within 30 minutes of the end of that session.

5.2.6 A protest against any other action of an official shall be made within 30 minutes of the action.

5.2.7 Notification of a protest does not guarantee that the CHIEF STEWARD will hear the argument within that time limit. The needs of the operation may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

#### 5.3 HEARING PROTESTS

The CHIEF STEWARD, or his designee, shall hear the protest and render a decision as soon as possible. The CHIEF STEWARD will attempt to give all interested parties an opportunity to comment or provide input. The CHIEF STEWARD's decision is final.

Protests are expected to be well founded, reasonable, logical, and based on sound evidence. A well-founded protest may still be denied. If a protest is deemed to be not well-founded, the protest fee will be forfeited.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 6 TECHNICAL INSPECTION

#### 6.1 ELIGIBILITY INSPECTIONS

##### 6.1.1 ANNUAL INSPECTIONS

Prior to the first time a car is entered into any EVENT for the current season, the TECHNICAL MANAGER will issue a FORMULA DRIFT Vehicle ID number/sticker and conduct an annual inspection of each car. Upon verification of conformance to the rules, an annual tech sticker will be issued and affixed to the main roll bar hoop at drivers left. Only cars that have passed the Annual Inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the TECHNICAL MANAGER and series CHIEF STEWARD.

Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled FORMULA DRIFT practice, qualifying and race sessions.

The annual tech sticker will be withheld from any vehicle that does not comply with the Required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the TECHNICAL MANAGER to determine what action is required to achieve compliance. The TECHNICAL MANAGER shall maintain inspection records of each entered car.

To be eligible for competition in an EVENT, all vehicles must have:

- 1) A Formula Drift Vehicle ID Number
- 2) A current Annual Technical Inspection Sticker

##### 6.1.2 EVENT INSPECTIONS

**During each EVENT, the TECHNICAL MANAGER or his assigned representative, will conduct random inspections of any entered vehicles. These may be via a pre-event inspection, through an impound process either during or post event, or by any other method.**

##### 6.1.3 MAINTENANCE OF ELIGIBILITY

**It is the responsibility of the team to maintain a vehicle's eligibility.**

#### 6.2 MODIFICATIONS

Any car which after being issued an Annual Technical Inspection Sticker by the TECHNICAL MANAGER is dismantled, or modified, or in any way changed which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval. It is the responsibility of the team to notify the TECHNICAL MANAGER of any modifications.

## **Formula Drift Professional Drifting**

### **2008 Rules and Regulations**

#### **6.3 DAMAGE**

If a vehicle is damaged due to an accident or other incident, the annual tech sticker may be removed by the TECHNICAL MANAGER. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then re-inspected. It is the responsibility of the team to notify the TECHNICAL MANAGER of any and all damage.

#### **6.4 TEAM REPRESENTATIVE**

During Technical Inspection, there may only be one (1) person from the team serving as a representative for the car being inspected. The area should be closed off and private. All other team members, family, and friends must leave area.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 7 REQUIRED SAFETY EQUIPMENT

#### 7.1 OCCUPANT SAFETY EQUIPMENT

Each occupant must wear the following equipment during all on-track sessions:

##### 7.1.1 Helmet

A safety helmet shall be worn by all occupants during on-track sessions. Only helmets certified to at least the following standards are permitted:

- **Snell Memorial Foundation – SA2000 , SA2005**
- SFI Foundation – Spec 31.2, Spec 31.2A
- British Helmet Standard – BS 6658:1958

Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).

Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to FORMULA DRIFT. It will be forwarded to the certifying organization for inspection. Details of the accident should be included.

##### 7.1.2 Driving Suit

One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec **3/2A-5**, or homologated by the FIA, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.

**Fire-resistant underwear is recommended.**

Gloves, Shoes, and Socks are required. Socks must be made of fire-resistant material. Shoes and gloves must be made of leather, or any other approved fire-resistant material and must be free of holes, tears or other openings except those made by the manufacturer of the equipment.

##### 7.1.3 Eye Glasses

Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

#### 7.2 RESTRAINT SYSTEMS

(see also Appendix B).

**Seats shall be firmly mounted to the structure of the car. Bulkheads, firewalls, rear decks, or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support.**

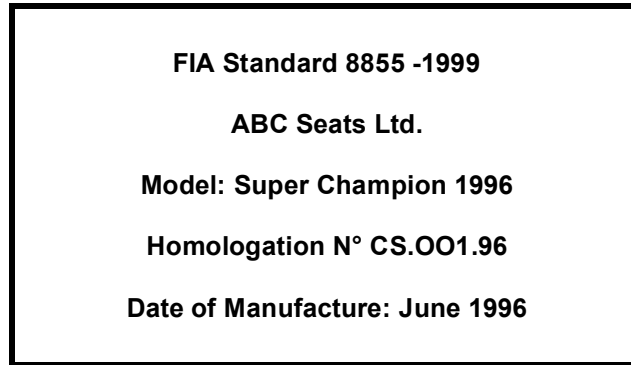
#### 7.3 SEATS

All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must meet the safety requirements as detailed in these regulations. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

Sample FIA seat homologation label:



*Note: Letters must be at least 8mm high*

A system of head restraints to prevent whiplash and rebound and also to prevent the occupant's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests shall also meet this requirement and have a support to the main hoop. The head restraint on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a non-resilient material such as Ethafoam® Ensolite®, or other similar material with a minimum thickness of one (1) inch. Padding meeting SFI spec 45.1 is recommended. The head restraint shall be capable of withstanding a force of two-hundred (200) lbs., in a rearward direction. The head restraint support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad. The padded surface shall be installed so that it is in direct contact with the back of the helmet; it shall not be under fiberglass or other hard material.

### 7.4 ROLL CAGES

Roll cages are required.

#### 7.4.1 BASIC DESIGN CONSIDERATIONS

- A. The basic purpose of the roll cage is to protect the occupant if the car turns over, runs into an obstacle, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.
- B. Forward braces and portions of the main hoop subject to contact by the occupant's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with non-resilient material such as Ethafoam® or Ensolite®, or other similar material with a minimum thickness of one-half (1/2) inch. Padding meeting SFI spec 45.1 is recommended.

#### 7.4.2 General Construction

One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.

Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

1. The weld shall have no cracks.
2. Thorough fusion shall exist between weld metal and base metal.
3. All craters shall be filled to the cross section of the weld.
4. Undercut shall be no more than 0.01 inch deep.

Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

### 7.4.3 Roll Cage Material

Seamless SAE 1020 or 1025, etc. mild steel tubing (DOM) is the preferred material for Roll Cage construction. Please contact FORMULA DRIFT for approval if any alloy material will be used. Alloy steel cages MUST be constructed by an approved supplier. ERW tubing is not permitted.

### 7.4.4 Tubing Size

Roll Cage tubing must conform to the table below and is determined by the vehicle weight as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

<b>Vehicle Weight</b>	<b>Alloy or DOM</b> O.D. x wall thickness (inches)
Up to 3500 lbs	1.500 x .095

Vehicles weighing over 3500 lbs. must petition FORMULA D for approval of the roll cage prior to entering an EVENT.

### 7.4.5 Inspection Hole

An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of all tubes with a specified size to facilitate verification of wall thickness.

### 7.4.6 Main Hoop:

The main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop. Any number of additional reinforcing bars is permitted within the structure of the cage. It is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright or that a second diagonal be installed in the main hoop. Main hoops can have a maximum of 4 bends, totaling 180 degrees  $\pm$  10degrees.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 7.4.7 Front/Side Hoops:

Several configurations are allowed:

Side Hoop Configuration: Side Hoops connect directly from the floor of the occupant's compartment and continue, in one piece, to connect to the Main Hoop. If Side Hoops are used, they are to be connected together by a single horizontal tube across the top of the windshield. 4 Bends is the maximum allowed.

Front Hoop Configuration: A front hoop connected to the floor on both sides of the occupant compartment and following the line of the front pillars in one continuous piece may be used. A front hoop must be connected at the top by horizontal bars running back to the main hoop on each side, above the doors. 4 Bends is the maximum allowed.

HALO Configuration: A top "halo" hoop following the roof line in one continuous piece from each side of the main hoop along the tops of the doors and windshield. A HALO must be connected to the floor with forward "down tubes" following the line of the front pillars. 4 Bends is the maximum allowed on the Halo piece. 2 Bends is the maximum allowed on the down tubes.

The front hoops, side hoops, or down tubes shall begin at the floor. No portion of the cage may permeate the firewall and shall be fully contained within the occupant's compartment.

The front, side or down hoops may extend through the dash pad, including the forward part of the door panel if it is an extension of the dash panel.

One (1) bar is recommended in a horizontal plane between forward cage braces in the dash area for all configurations.

### 7.4.8 Rear hoop supports:

No bends are allowed.

### 7.4.9 BOLT IN ROLL CAGES

**Bolt In roll cages are not allowed.**

### 7.4.10 Supplemental Bracing:

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

### 7.4.11 Side Protection:

All cars shall have a minimum of two (2) door bars across each front door opening. The door bars may run parallel, or in the shape of an "X". If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

connect the upper and lower door bars. Teams may also choose to install a second row of double horizontal door bars that run parallel to the inner bars and extend into the outer door skin, these are also known as "NASCAR-STYLE" bars. In this configuration, the outer bars must also have a minimum of two (2) vertical tube sections connecting the upper and lower bars. The inner door panel and door internals may be removed. The O.E.M. outer door latch mechanism shall not be modified.

### 7.4.12 Mounting Plates:

7.4.12.1 Each mounting plate shall be at least .080" thick

**7.4.12.2 Mounting plates must be fully welded to the structure of the vehicle.**

7.4.12.3 Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12) inches or less than two (2) inches on a side. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane.

7.4.12.4 Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box or door pillar).

7.4.12.5 Any number of tubes may attach to a single plate or to each other.

### 7.4.13 Seat Support

In order to provide a secure seat back support a section of tubing equal to the roll bar shall be installed horizontally from the main hoop upright to the diagonal brace. This tube shall be no higher than shoulder height. The seats shall be firmly mounted to the structure of the car. In cars where the seat is upright, the back of the seat shall be firmly attached to the main roll hoop, or it's cross bracing.

Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure.

The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).

## 7.5 MOUNTING HARDWARE (BOLTS)

All hardware used in the mounting of seats, or other structural supports shall be Grade 5 or better with a 5/16" minimum diameter.

## 7.6 WINDOW RESTRAINTS

All cars shall have a window net, the clear O.E.M. glass, or a piece of clear Lexan or other polycarbonate material, in place of both front window openings whenever the car is on-track. All open top cars (i.e. convertibles) shall use arm restraints instead of a window or window net. Occupants may choose to use arm restraints in lieu of the required window or window net.

## 7.7 FIRE SUPPRESSION SYSTEM

All cars must have at least a two (2) lb. minimum capacity fire extinguisher mounted in the driver's compartment within reach of the driver when he/she is in the normal seated position. The mounting bracket must be a quick-release type.

## Formula Drift Professional Drifting

### 2008 Rules and Regulations

Fire extinguishers must be current and inspection and/or recharge requirements cannot be expired.

The head of the fire extinguisher must be made of metal.

Acceptable extinguishants are Halon 1211, Halon 1301, Underwriters Laboratory 10BC rated Potassium Bicarbonate (Purple K), Underwriters Laboratory 1A10BC Ammonium Phosphate/Barium Sulfate, or Monnex.

#### 7.7.1 On Board System

**On-Board Fire Suppression systems are strongly recommended. An on-board fire system must conform to FIA Technical List #16, or meet SFI spec 17.1. On board systems are required to have at least one (1) nozzle in the engine compartment, and one (1) nozzle in the driver's compartment. In addition, one (1) nozzle is required in the fuel tank compartment (trunk) if no Fuel Cell is used.**

#### 7.8 TOWING APPARATUS

All cars must have a minimum (1) front and (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of 50 mm or 2”.

- 7.8.1 The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 5000 lbs.
- 7.8.2 Tow apparatus must be a unique-purpose device. Using other structures i.e; a wing, body panel, or wheel is not allowed. **The use of factory “tie down loops” is not permitted.**
- 7.8.3 Tow apparatus must be easily accessible if the car is stopped in a gravel bed without removal or manipulation of body panels or other bodywork.
- 7.8.4 Tow apparatus must not protrude more than 1” beyond the bodywork or otherwise be hinged and/or collapsible in order to create a blunt surface.
- 7.8.5 Tow apparatus must be painted or the strap material woven in a color contrasting the body color.
- 7.8.6 Tow apparatus must be clearly marked with an arrow in a contrasting color to the body color by using paint or by using a decal.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 8 COMPETITION VEHICLES

#### 8.1 VEHICLE ELIGIBILITY

##### 8.1.1 Determination

- 8.1.1.1 Eligible models must have been considered a “production car” and have had a minimum build run of 2,500 units in their model year.
- 8.1.1.2 Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.
- 8.1.1.3 Cars must have been originally designed as either Rear Wheel Drive (RWD) or All Wheel Drive (AWD).
- 8.1.1.4 Cars must maintain the original OEM unibody and/or frame structure between the original front and rear suspension mounting points.
- 8.1.1.5 Vehicles that do not meet the above eligibility criteria must petition for approval from FORMULA DRIFT.

##### 8.1.2 Body Work

- 8.1.2.1 Cars must maintain the OEM look and feel and be clean, free of damage and presentable for competition.
- 8.1.2.2 Aftermarket body panels, front and/or rear fascias, side skirts and wings, etc are permitted; body work that is not designed as O.E.M. or an O.E.M. replacement of the original make and model of the vehicle must be approved by FORMULA DRIFT.
- 8.1.2.3 No vertical aerodynamic elements may be added other than, 2 (two) wing standoffs and 2 (two) wing end plates. The size of each of these may not exceed 12x16 inches in size per unit. The installation of these devices may not obstruct the view, from any angle, or operation any of safety device, signaling light, indicator, or other equipment.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 8.2 ENGINE & TRANSMISSION

#### 8.2.1 Modifications

8.2.1.1 Engine and transmission modifications are free.

8.2.1.2 Engine and radiator catch tanks with a minimum capacity of one (1) quart each are required and securely fastened **and sealed** in the engine compartment.

8.2.1.3 The drive train may be modified, but vehicles must be driven by the rear wheels only.

8.2.1.4 All fluid systems must be free of leaks.

### 8.3 CHASSIS & SUSPENSION

#### 8.3.1 Basic Design

The basic OEM suspension design type must remain. Any changes to design type suspension must be pre approved by FORMULA DRIFT.

#### 8.3.2 Uprights / hubs and front cross member and rear sub-frame

Major suspension components must remain OEM. Suspension pick up maybe moved a maximum of one (1) inch from the original location points on the chassis except for vehicles with manufacturing date prior to 1/90 in which suspension pick up points maybe moved two (2) inches from the original location on the chassis. All suspension mounting points on the hub must remain OEM, except for tie rod mounting points, which may be moved to allow additional steering angle.

#### 8.3.3 Modified or aftermarket suspension parts

Modified or aftermarket suspension parts are only allowed if pre-approved by FORMULA DRIFT.

#### 8.3.4 Steering

Modifications of steering components are free.

### 8.4 FUEL SYSTEM

Fuel cells are recommended. The fuel system design is free, fuel lines and fittings must be high pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody /chassis.

Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulk head.

No fuel lines may be routed through the driver's compartment.

Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield to facilitate re-fueling from outside the car. The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with steel or aluminum. Additionally, there shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

Any fuel cell must have a flapper valve installed to prevent spillage in the event of a roll over.

### 8.5 ELECTRICAL SYSTEM

A Master electrical cut-off switch, wired to completely shut off all engine and electrical system function (except for electrically operated fire suppression systems, if applicable) is mandatory and must be mounted outside the vehicle, preferably on the right side cowl just below the windshield and is to be clearly marked with the appropriate markings.

The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts. Batteries may be relocated, if in the cockpit it must be in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box.

All OEM lights and markers must remain in place. Brake lights, tail lights (rain lights), and head lights must function normally.

The use of electrical cut off switches, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

### 8.6 EXHAUST SYSTEM

Exhaust system modifications are free, but must exit aft of the rear axle or in the OEM location. Mufflers are required and the sound levels must not exceed 100db measured at 50 feet.

### 8.7 BRAKE SYSTEM

The brake system must operate all 4 wheels. Dual master cylinders pedal assemblies are allowed. Hydraulic fluid lines may not have removable connectors located inside the driver's compartment. Driver adjustable brake bias is allowed.

### 8.8 ENGINE COOLING SYSTEM

Cooling system modifications are free but must be closed and free of leaks. No cooling system lines or plumbing are allowed to be routed through the driver's compartment. **Cooling systems shall be filled with Water only.**

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 8.9 INTERIOR

#### 8.9.1 Modifications

- 8.9.1.1 All non-essential items must be removed. No loose items are allowed. Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets and covers.
- 8.9.1.2 The modification of gauges is free.
- 8.9.1.3 The dash board must be OEM or OEM replacement. OEM replacement must be same dimension and position of OEM dash board.
- 8.9.1.4 The Interior of the vehicle must be clean and professional in appearance.
- 8.9.1.5 Two (2) seats are required, one for the drivers and one for a front passenger. Both seats are required to meet all safety and restrain requirements as detailed in Section 7.
- 8.9.1.6 Modifications of OEM firewall and transmission tunnel are generally not allowed. The OE firewall between the cockpit and engine compartment shall be intact to prevent the passage of fluids or flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.  
  
Minor modifications of the firewall and/or transmission tunnel designed to create clearance for engine or aftermarket "bolt-on" performance parts may be allowed provided they do not compromise the structural integrity of the vehicle, that they are replaced in their entirety with similar material, that they are fully welded closed, and that no holes or openings are created as a result of the modification. Any proposed modification must be approved by the FORMULA DRIFT TECHNICAL MANAGER.
- 8.9.1.7 Supplemental Restrain Systems (SRS) must be removed.
- 8.9.1.8 Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

### 8.10 EXTERIOR

#### 8.10.1 Modifications

- 8.10.1.1 Two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended.
- 8.10.1.2 All body work must be painted or covered, securely latched and/or fastened and not loose in any manner.
- 8.10.1.3 Door, quarter and rear window glass must be O.E.M or clear Lexan with a 3mm minimum thickness and securely bolted in place.

## Formula Drift Professional Drifting

### 2008 Rules and Regulations

- 8.10.1.4 Windshields must be installed and OEM or OEM replacement glass and be free of cracks. **OEM non-glass replacement windshields must be approved by FORMULA DRIFT.**
- 8.10.1.5 Cars must have functioning windshield wipers.
- 8.10.1.6 Uni-body or chassis may be seam welded
- 8.10.1.7 The driver's side inner door structural panel may be removed to fit the cage, but the stock side impact beam, if applicable, and the outside door latch/lock operating mechanism shall not be removed, or modified
- 8.10.1.8 All required FORMULA DRIFT and/or other decals or markings must be present in their specified location (see Appendix D). FORMULA DRIFT windshield banners are required. FORMULA DRIFT reserves the right to have any decals, marks, or other items removed or covered at their discretion.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### 9 TIRES

#### 9.1 TIRE ELIGIBILITY

Tires must be DOT approved and have a minimum production run of 2,500 tires, tires available in the United States at regular retail outlets.

Tires must have a minimum tread wear rating of 140 (UTQG).

- 17 inch tires must have an MSRP of no more than \$500.00
- 18 inch tires must have an MSRP of no more than \$750.00.
- 19 inch tires must have an MSRP of no more than \$1000.00.

Each entrant must declare their tire manufacturer as a part of the event entry form.

#### 9.2 APPROVED TIRES

Only tires listed in Appendix C will be allowed. Teams who wish to use any size, model, or brand not specified here must file for petition and gain approval from FORMULA DRIFT.

#### 9.3 MODIFICATIONS

- 9.3.1 Any attempt to modify tires in any manner is prohibited. "Grooving" or "Shaving" of tires is prohibited.
- 9.3.2 The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.
- 9.3.3 Tire warmers or any other means of artificially altering the tire temperatures is prohibited.

## **Formula Drift Professional Drifting**

### **2008 Rules and Regulations**

#### **10 DATA AQUISITION SYSTEM**

FORMULA DRIFT may require some or all cars to have Data Acquisition systems installed. These systems may be used for judging or for technical purposes.

Any data collected is the property of FORMULA DRIFT, and discretion will be used to keep it confidential between the team and FORMULA DRIFT as necessary, however data used for judging purposes may be disclosed to other teams as appropriate.

If required, detail regarding sourcing, installation, and operation of a Data Acquisition system will be found in Appendix G, or referenced in official FORMULA DRIFT publications including but not limited to Supplemental Regulations, Bulletins or Memos.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX A - GENERAL & TECHNICAL SAFETY INSPECTIONS

- A.1: As a minimum, every new car will be inspected for safety prior to going on track for the first time. The scope of a technical inspection may vary, but the following points apply to, and should be checked for, all cars entered in a FORMULA DRIFT event. Cars involved in accidents, or changed, after technical inspection, must be submitted for re-inspection.
- A.1.1: Eligibility for series and/or class.
  - A.1.2: General Appearance: neat and clean, no old damage. All required numbers, decals, and markings must be in place to the satisfaction of the TECHNICAL MANAGER prior to the qualifying session. Required patches shall be on driver's suit(s). Required patches shall be on crew uniforms.
  - A.1.3: Complete bodywork and tires appropriate for series.
  - A.1.4: Engine compartment shall be clean with no fluid leakage visible.
  - A.1.5: Intake and exhaust systems shall be in good condition and securely mounted.
  - A.1.6: Battery shall be securely mounted and hot leads insulated.
  - A.1.7: Suspension, steering, and braking system in good condition, securely mounted, and without excessive free play.
  - A.1.8: Securely mounted seats, including seat back bracing, or homologated by FIA.
  - A.1.9: Clear, un-tinted windows without obstructive damage, cracks, etc. and mounted in the correct fashion.
  - A.1.10: Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.
  - A.1.11: Fire suppression systems are in place in conformance with Section 7.
  - A.1.12: Master electrical cut-off switch in conformance with Section 8
  - A.1.13: Operating brake lights, rain lights, and headlights in conformance with Section 8.
  - A.1.15: Oil and coolant catch tanks in conformance with Section 8
  - A.1.16: Window restraints in conformance with Section 7
  - A.1.18: Occupant restraint systems in conformance with Appendix B.
  - A.1.19: Roll cage in conformance with Section 7
  - A.1.20: Personal safety equipment (helmet, suit, underwear, gloves, & shoes) should be checked at the time the car is inspected and should also be checked again periodically through the season.
- A.2: An official annual inspection sticker affixed to the car on the left side member of main roll hoop, by the TECHNICAL MANAGER, or his appointee, indicates satisfactory completion of the annual safety inspection.

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX B - OCCUPANT RESTRAINT REGULATIONS

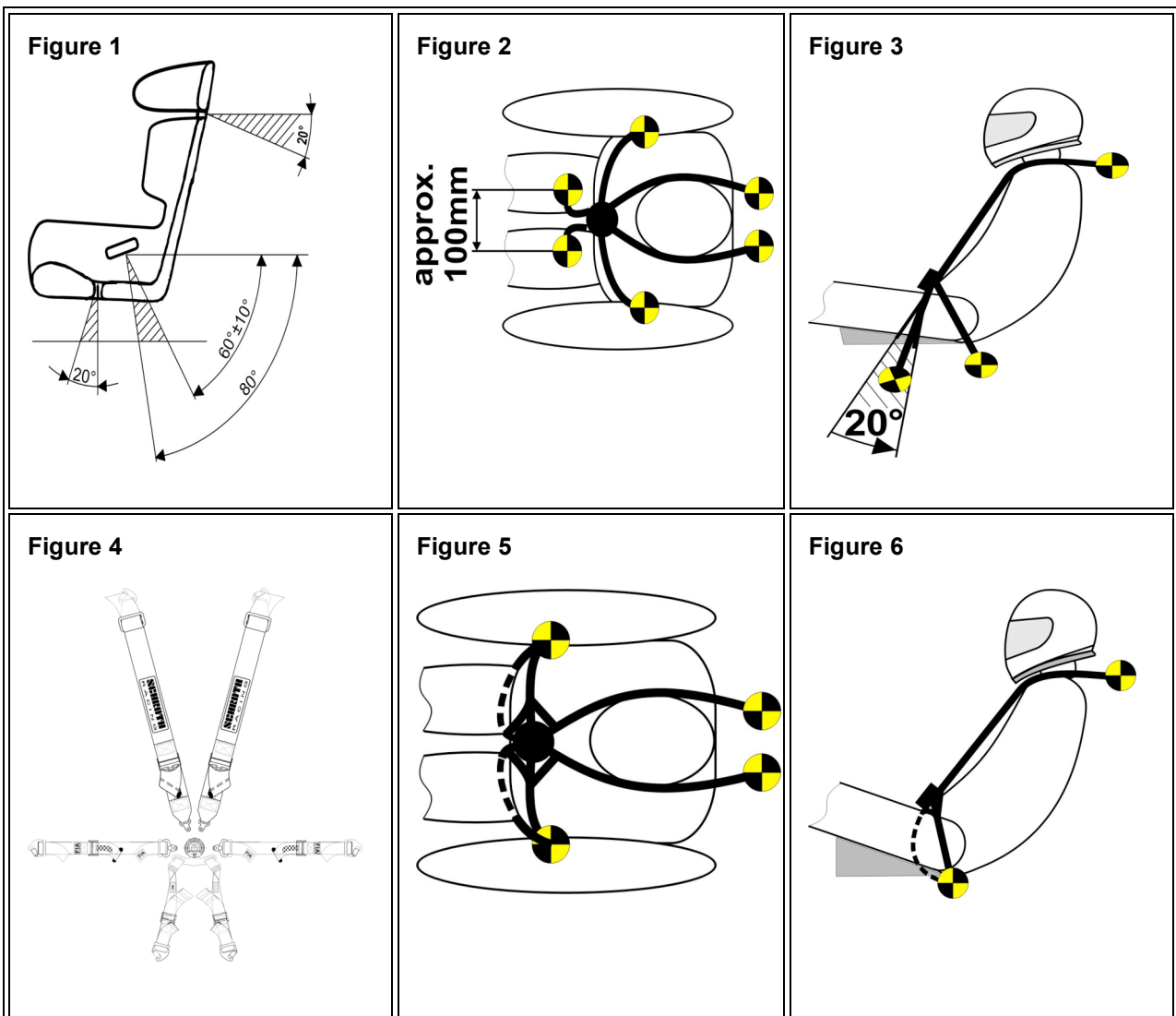
- B.1: All occupants shall utilize a driver restraint system that conforms to these regulations. See Appendix B, Figures 1-12
- B.2: All occupants in FORMULA DRIFT EVENTS must utilize either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.
- B.3: A five-point system is required for use in automobiles where the occupant is seated in an upright position, and consists of a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and a two-inch antisubmarine strap. The single anti-submarine strap shall be attached to the floor structure of the car similar to the shoulder harness mounting and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness. A six-point system may also be used, and is recommended.
- B.4: A six-point system is required for use in automobiles where the occupant is seated in a semi-reclining position and consists of either a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and two, approximately two-inch, leg straps. The double leg straps of the six-point system may be attached to the floor, or be attached to the seat belt so that the occupant sits on them, passing them up between his legs and attaching them either to the single release common to the seat belt and shoulder harness, or attaching them to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the occupant and up between his legs to the seat belt release, or shoulder harness straps.
- B.5: The material of all straps shall be nylon, or Dacron polyester, and in new or perfect condition. The buckles must be of metal-to-metal quick-release type, except in the case of leg straps of the six-point system, where they attach to the seat belt, or shoulder harness straps.
- B.6: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H"-type configuration is allowed.
- J.7: In cases where the occupant is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is 70-degrees or greater.
- B.8: All straps must be free to run through intermediate loops, or clamps/buckles. If "3-bar" adjusters are used, they shall be placed as close to the mounting points as possible. Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.
- B.9: Occupants of open cockpit cars must use arm restraints.
- B.10: The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
- B.11: **SFI Certification** - Harness systems may be certified to SFI spec 16.1, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.  
**FIA Certification** -Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).
- B.12: Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/frayed, if any of the buckles are bent/cracked, if the car has been in a severe impact, or at the direction of the TECHNICAL MANAGER. If any of these conditions exist, the TECHNICAL

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

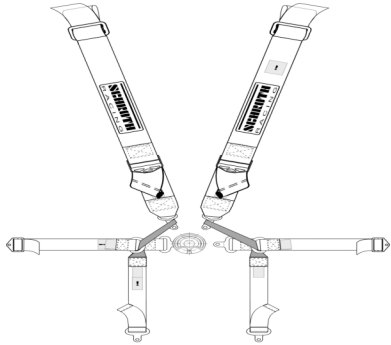
MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification.

- B.13: The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12"). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of 20-degrees with the horizontal. The shoulder straps shall pass through the seat, without interference, to the attachment points.
- J.14: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 65-degrees, below the horizontal. The lap belts shall pass through the seat, without interference, to the attachment points.
- B.15: Two anti-submarine straps/leg straps, as are found in a 6-point harness system, are highly recommended. If used, they shall be mounted behind the point where they wrap around the driver's legs, and shall pass through the seat, without interference, to the attachment points. If a single anti-submarine strap is used, it shall be mounted approximately 20-degrees behind the vertical point where it passes through the seat, and shall pass through the seat, without interference to the attachment points.

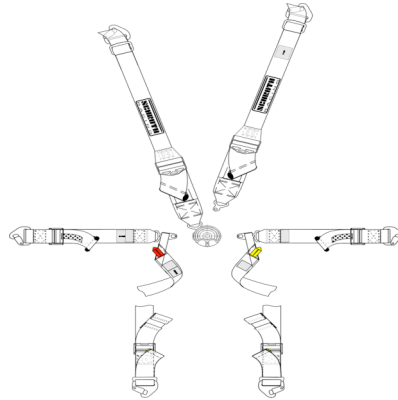


**Formula Drift Professional Drifting**  
2008 Rules and Regulations

**Figure 7**

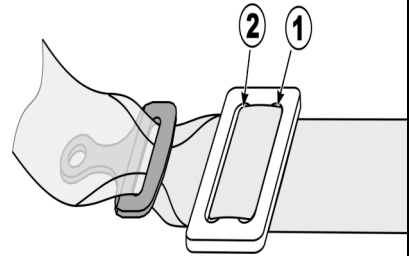


**Figure 8**

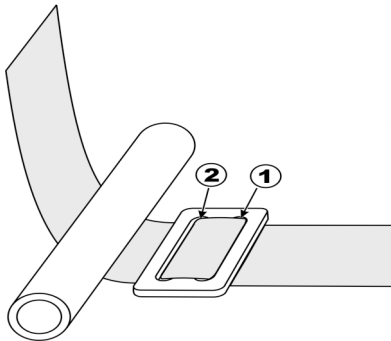


*The Belt pictured in figure 8 shows optional two inch shoulder belts for use only with HANS.*

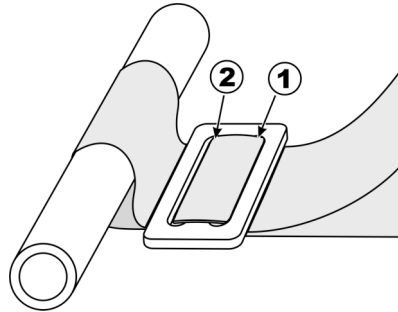
**Figure 9**



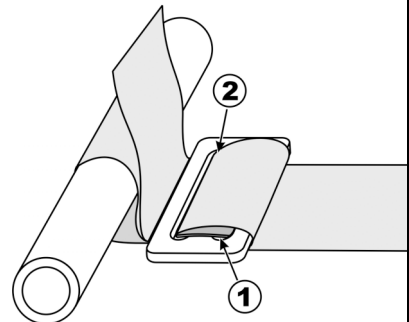
**Figure 10**



**Figure 11**



**Figure 12**



**Formula Drift Professional Drifting**  
2008 Rules and Regulations

**APPENDIX C - APPROVED TIRES**

(document available from FORMULA DRIFT or at [www.formulad.com](http://www.formulad.com))

# **Formula Drift Professional Drifting**

## **2008 Rules and Regulations**

### **APPENDIX D - DECAL PLACEMENT**

All competing cars must carry the following mandatory Decals or marks, as well as any other decals as mandated by FORMULA DRIFT via supplemental regulations, memos, and other communications. A FORMULA DRIFT Decal Placement sheet depicting appropriate placement and specifications is kept current and is available from FORMULA DRIFT (example following).

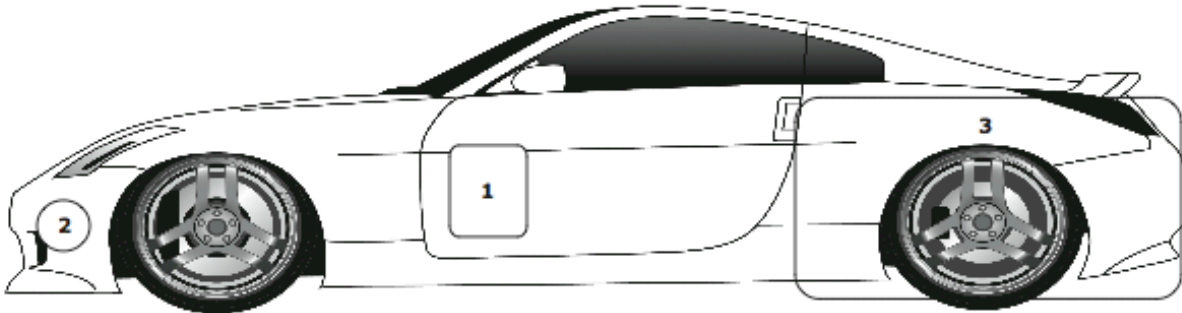
1. Two (2) assigned car numbers: One (1) on each side of the car in Black, utilizing the approved FORMULA DRIFT Number Board
2. One (1) official FORMULA DRIFT series decals on the front bumper.
3. One (1) official FORMULA DRIFT windshield banner.
4. One (1) TV Partner Logo on windshield as specified
5. One (1) Triple Crown Logo on windshield as specified (Triple Crown Events Only)
6. All mandatory contingency decals as appropriate.
7. Competitors may also be required to carry event specific sponsor decals or marks.

All drivers and teams must carry a FORMULA DRIFT series patch on the uppermost right chest of the driver's and teams uniform. Other official series sponsor patches may be required.

**Formula Drift Professional Drifting**  
**2008 Rules and Regulations**

**2008 Formula D Decal Placement Guidelines**

**2-Door Competition Vehicles**



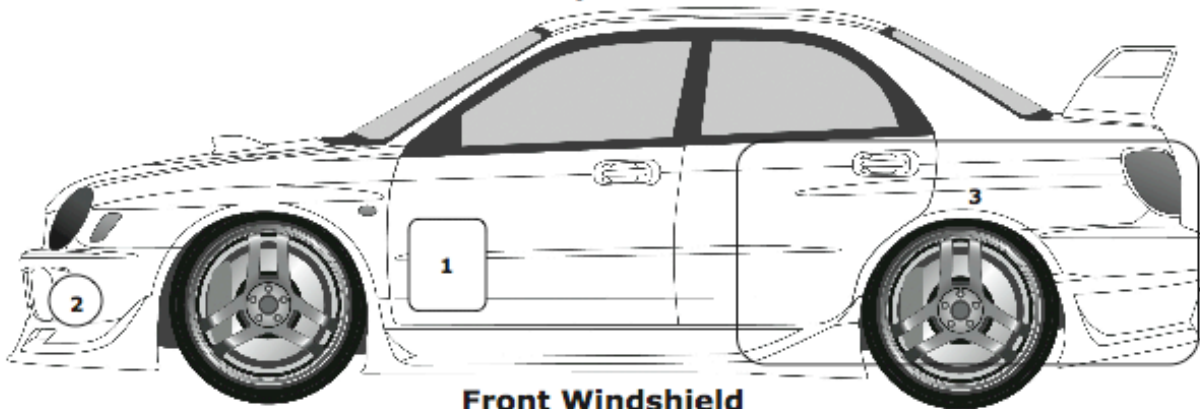
**Decal Placement Key:**  
**Provided by Formula Drift**

1. 2 x Formula D Number/Name Boards, 1 on each sides. Must be on the forwardmost portion of the door (under the rear view mirror) as shown.
2. 1 x Formula D Sticker on front bumper
3. Any Other Formula D contingency or sponsor stickers (including Triple Crown) may only be placed on the rear quarter-panels.

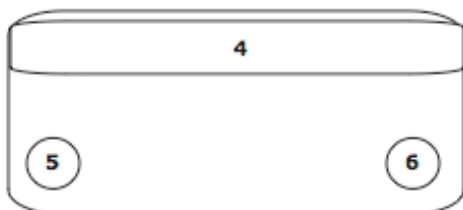
**Note:**

Replacement "Official" Formula D decals are available from Formula D, but must be ordered at least 10 days prior to competition allow for processing. Teams will be responsible for all fees and charges.

**4-Door Competition Vehicles**



**Front Windshield**



**Provided by Formula Drift**

4. 1 x FD Windshield Banner  
 [Sponsor logos are allowed below windshield banner]
5. 1 x TV Partner Logo on lower passenger's side
6. 1 x Triple Crown Logo on lower driver's side  
 [Only required for Triple Crown Events]

version 1.5 - 01/01/2007

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX E - COMPETITION FORMAT – FORMULA DRIFT PRO CHAMPIONSHIP

#### General

Drivers individually compete “head-to-head” against other competitors in single elimination runs on an open course layout. Competitors progress through a “competition bracket” and are awarded points towards a season championship.

The Formula Drift Pro Championship consists of a scheduled number of two-day meets or Championship “Rounds” in which drivers compete in a single elimination bracket consisting of 16 entries. Head to head “Runs” are judged and scored based on a number of pre determined criteria with the higher scoring entry moves on to the next level of the bracket. Points are awarded based on finishing order and cumulative season points will determine the championship order.

#### Practice

Seeded Teams are defined as those having ranked in the Top 16 at the beginning of the previous Championship Round or Season. In the event two drivers have equal points (tie) the drivers with a higher overall placement in the previous event or season will be ranked higher.

Practice sessions can be run as either single car runs, or in tandem. Separate practice sessions will be scheduled for seeded and non-seeded drivers.

#### Qualifying

##### Non-Seeded Qualifying

**All non-seeded drivers must qualify to make the Top 32, with their score determining positions 17-32, with positions 1-16 being reserved for the (Top 16) seeded drivers. Each driver will be given at least two “judged” runs.**

**Non-seeded drivers will line up on the grid and stage in reverse rank order as determined by the FORMULA DRIFT OFFICIALS. Drivers that are not in place at the appropriate time for qualifying may lose their turn and/or forfeit their qualification attempt.**

##### Seeded Qualifying

The top 32 is determined by adding the non-seeded qualifiers to the top 16 seeded entrants, Competitors line up and stage in reverse-rank order, with the lowest ranked driver first. “Seeded” qualifying will consist of at least two judged runs. Additional practice and/or judged runs may be added. Scores are taken from the single best judged run for each entry.

If a seeded entry fails to qualify, their open position will not be replaced.

#### Elimination Rounds

Tandem rounds are based on two (2) runs, in Head-to-Head format, with competitors paired up based on seeding position. **The first run will be led by the higher qualifier and the second led by the lower qualifier.**

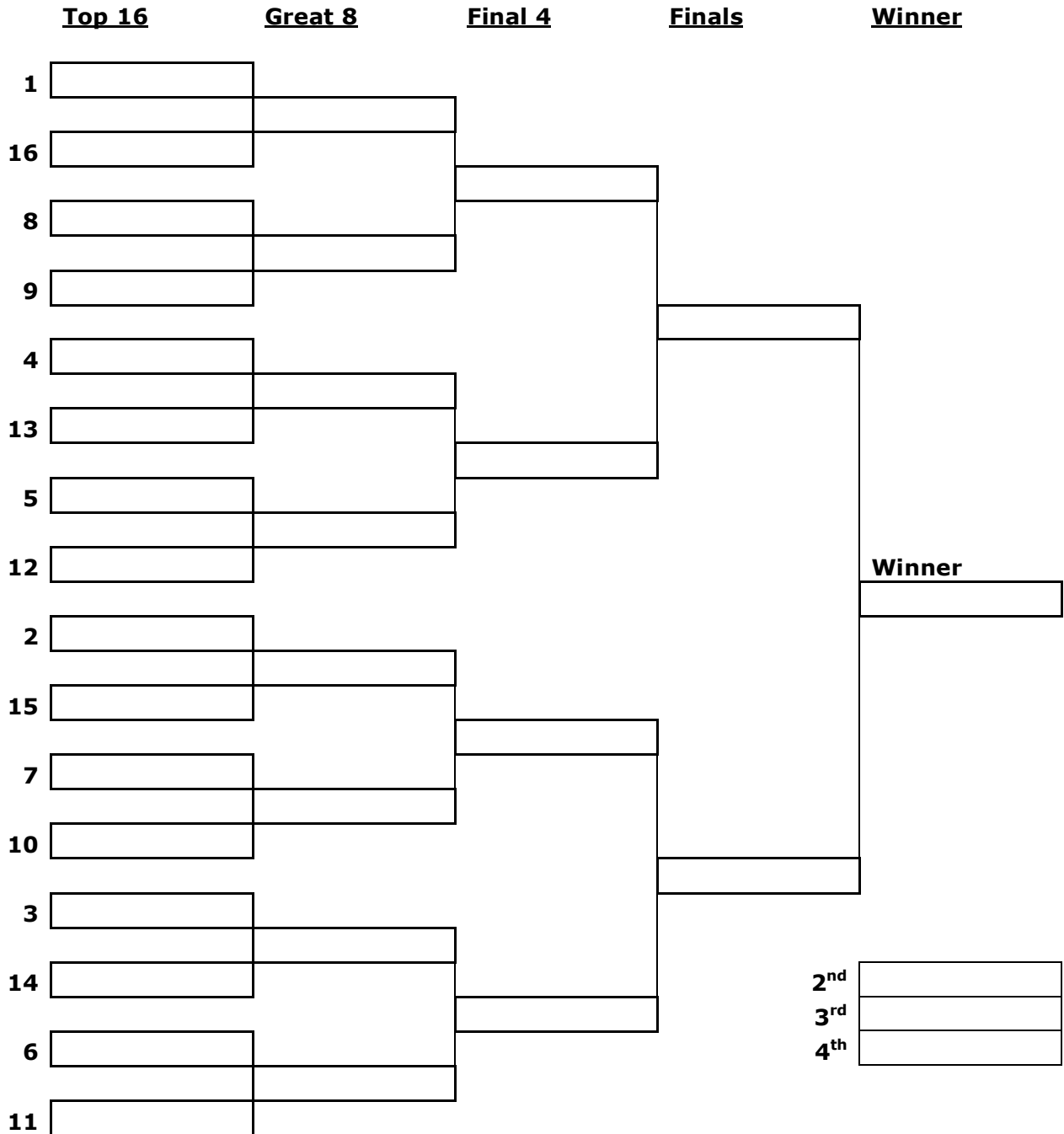
Elimination rounds are formatted based on the chart below:

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### FORMULA DRIFT Pro Championship Ladder:

Seeding is determined by qualifying runs. Both competitors eliminated in the Final Four will move on to the concession round for the title of fourth place.



# Formula Drift Professional Drifting

## 2008 Rules and Regulations

Competition Scoring:

<b><u>Competition Awards</u></b>	<b><u>Points</u></b>
Winner	100
2nd	88
3rd	78
4th	69
Great 8 Eliminated	61
Top 16 Eliminated	54

<b><u>Qualifying Awards</u></b>	
Q1	8
Q2	7
Q3	6
Q4	5
Q5	4
Q6	4
Q7	3
Q8	3
Q9	2
Q10	2
Q11	2
Q12	2
Q13	1
Q14	1
Q15	1
Q16	1
<b>Q17-32</b>	<b>.25</b>

### **JUDGING**

Drifting is a driving technique in which the driver takes the racing line that provides the highest speed and angle the car is capable of handling. A preferred line is usually specified by the judges during driver's meeting.

#### Judging Criteria (Qualifying Single Runs)

Qualifying Single Runs will be judged based on a "100 point must" system. Every driver will start with a perfect score of 100 pts. And will have deductions applied based on the judging criteria. Judging starts at the time the vehicle leaves the starting line and concludes when it crosses the finish line, as marked. Drivers that continue to drift beyond the marked finish line can be given a score of 0 or have other penalties assessed as appropriate.

#### Fundamentals of Judging

The criteria for judging are as follows:

1. LINE
2. SPEED
3. ANGLE
4. IMPACT

LINE: The race line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points, outer clipping points, and transition zones. Inner Clipping Point are reference points on

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

the course where the vehicles front bumper should come as close as possible to the reference point. Outer Clipping Points are reference points are scored by determining how close the corner of the vehicle's rear bumper comes to the point. Transition Zones are areas on track where the direction of the line changes and vehicles must change the direction of their drift. Scoring will be based on the execution of the transition. The race line will be given during the drivers' meeting.

SPEED: Vehicle speed is measured from start to finish. Top speed is measured at a location designated by the judges.

ANGLE: The angle at which a driver can maintain and control of their vehicle.

IMPACT (Style): The energy and excitement a driver emanates throughout the run. This is the "Show". A driver's entry speed and initiation usually sets the tone of the entire run.

### **SCORING**

Drivers should maintain total control of their car at all times; cars should not take drivers for a ride. Points are deducted from 100 and can be in increments of a minimum of .25 point.

Each judge produces a total score for each run that a driver completes and then averaged among all of the judges' scores. The highest total score of all judged runs is the driver's final score. The top scores of the 16 non-seeded drivers will advance to the Top 32 Qualifying Round along side the 16 seeded drivers. The highest 16 scores of Top 32 Qualifying Round will move onto the Top 16 Tandem Battle. In the event of a tie in scores during a competition, the tie breaker will be awarded to the driver with the highest entry speed from the highest scoring run from the Qualifying Round.

All judging is done from the on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system will be used to communicate whether a driver properly scores the clipping point. 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.

#### Dynamics of Scoring

A driver's entry is the most important element in determining a driver's performance during the run because it entails all 4 of the judged criteria.

#### Line 0 - 30 pts

The driver must stay on the correct path on the course. Straying too far from the race line will result in points deduction. Any variation of more than one foot from a clipping point will result in a deduction. Hitting the clipping zones too early or too late will result in a points deduction.

#### Speed 0 - 30 pts

Aggressiveness and "attacking" a course will result in higher points. Drivers must optimize and maintain their speed as they enter and exit corners, and make their way through the course. Entry speeds into the initiation point will be recorded.

#### Angle 0 – 30 pts

Drivers should be hold the maximum angle and still maintain and control the vehicle throughout the course of the run. The angle of the vehicle will be judged at the point of entry and exit of each corner. If a vehicle loses its drift, points will be deducted. If the lost of drift is considered "major", a spin will be scored and the driver will receive 0 points for the run.

#### Impact 0 – 10+ pts

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

Style is an important factor in drifting. This is measured by their impression on the judges and audience. The “showiness” of a run is more preferable. For example, a driver that performs a 90 point run and the entry was very impressive, extra points can be added to the total score.

### Score Cutoff

The minimum score for a run is 65. Any competitor with a score below 65 will be counted as a 0.

### **5-MINUTE TIME OUT**

To maintain safety in the competition, during tandem competition runs only, teams may call for a 5-minute grace period to make any necessary repairs. 5-Minute Time Outs are not allowed for Practice or Qualifying. 5-Minute Time Outs are not to be used for strategic purposes. Only the designated Team Representative will be allowed to request the 5-Minute Time Out, and it must be made through a FORMULA DRIFT OFFICIAL. Only the CHIEF STEWARD may grant a 5-Minute Time Out. Team will not be granted a 5-Minute Time Out if it is believed to be unwarranted.

Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver. In extreme case, and where appropriate, FORMULA DRIFT reserves the right to extend to the 5-minute period.

### **POINTS DEDUCTIONS**

Spinouts: At anytime a driver spins out or experiences major under steer during a run, a 0 will be scored.

Off Course: Unless otherwise specified during pre event meetings, any time 2 tires are off course during a run, the driver will be given a scored a 0.

Clipping Zones: All inner and outer clipping points will be marked visibly by cones or other similar marking. Anytime an Inner Clipping Cone is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0. Hitting an Outer Clipping Cone with anything other than the driver's rear bumper will be counted as 2 tires off course and will be scored a 0. (ie. hitting the cone with the rear tire, door, etc.)

Coming into contact with a wall or cone in the Outer Clipping Zone will not result in a point deduction if the hit does not disturb or affect the course of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain good line, speed, and angle. If the hit occurs at any other point on track, other than the marked Outer Clipping Zones, points can be deducted. If a spin or major under steer results from contact with an Outer Clipping Zone an automatic score of 0 will be given.

### **TANDEM BATTLE**

Tandem elimination involves two driver's competing in 2 subsequent, head to head runs where each driver leads for one run. The critical success factor is for the lead car to be able to run the course without error while being pressured by the following car. The following car is to try and “out drive” the lead car. Driver consistency during a tandem battles is critical.

-----  
**Scoring**

**Each driver will be scored on a 0-10 scale for each run, in ½ point increments. The driver with the highest cumulative points after both runs will move on to the next round, and the driver with the lower score is eliminated. If the difference in total points after 2 runs is 1 point or lower, a “One More Time” will be declared.**

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### One More Time

If a “One More Time” is declared, the Tandem format will be repeated, with each driver leading one of two runs. Points are awarded in the same manner as in Tandem, and the driver with higher cumulative points advancing to the next round. Only one “One More Time” will be declared, a one-point difference will decide which driver advances. If the cumulative score of the “One More Time” round is tied, the driver with the highest score in the first Tandem run will advance. The next set of tiebreakers will be highest top speed in run one, then highest top speed in run two.

During Tandem Battle, the team representative or a designated alternate is required in the Spotter Stand.

### Lead Car

The lead car must be able to clear the course without making any errors due to distraction or pressure by the following car trailing close behind. It is required that the lead car performs a run at no less than 90% of their Qualifying Round speed. If the lead car does not make 90% of their qualifying speed, the lead driver will be penalized.

### Following Car

The following car needs to run the same basic line as the lead car but may also take a higher line in order to pressure the lead driver. Taking a lower line than the lead car will result in a loss of advantage points. If the lead car is off line, then the following car will gain advantage points by staying on the correct line. The following car should keep as close to the lead car as possible to gain the advantage.

### Passing

Passing is not encouraged during tandem battles. If the leading car is taking the qualifying line or higher, a pass would not be allowed. Passing is only allowed if the lead car fumbles, is well off line, or makes a mistake and as long as the pass is executed in a safe and professional manner. A safe pass is one that is done in such a way that the car being passed does not lose any speed after the pass is complete.

### Collisions

If there is contact between two cars during a tandem battle, the driver at fault will lose advantage points. Incidental contact is allowed, but not encouraged. Drivers are required to complete the entire course, even if the other driver crashes, hits, spins, stalls, or is not able to complete the run. Drivers are always being judged as long as they are on course.

### Pace Zone

A pace cone, or comparable marker, will be placed on the starting straightaway to keep the Tandem Battles fair and close together. Each Pace Zone will be specified during the driver's meetings. The Pace Cone will generally be placed at the point where a low-horsepower car would exit second gear.

The pace zone is generally used to control high-horsepower cars and to aid low-horsepower cars in building up speed and stay close to the lead car. The cars are to be no more than one (1) car length apart before passing the pace cone. After clearing the pace cone, either car may open up, full throttle into the first entry point.

If the lead car does not allow for a proper clearing of the pace zone, **2 points will be deducted from that run. FORMULA DRIFT may assign a dedicated OFFICIAL to monitor the pace zone if necessary.**

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX F - COMPETITION FORMAT – TEAM DRIFT CHAMPIONSHIP

#### General

Groups of cars on the same “Team” will run together on a closed road course. Events are generally 3-days in length. Teams will be judged and will score points leading to a series “Team” Championship

#### Team Formation:

Teams must consist of a minimum of 3 to maximum of 5 drivers/vehicles. All drivers must either hold a Formula Drift Pro license or have petitioned with Formula Drift to compete in the Team Drift Championship.

All cars entered must be eligible under the Formula Drift Professional Championship series. The same tire restrictions apply.

Team entries must be approved by FORMULA DRIFT.

#### Competition Format:

Any and all drivers and/or vehicles listed on the team entry are eligible to compete.

Each team is required to have exactly 3 vehicles on-track during each judged session. Drivers are able to rotate driving duties between sessions and between competition rounds.

Teams will be driving an entire street/road course, but will only be judged on selected, key turns. Detailed judging criteria will be distributed via bulletin, drivers meeting or other medium.

On track sessions of roughly 20-35 minutes are generally scheduled for each of the 3 days of the event with open practice, qualifying, and competition all on separate days.

#### Scoring

- Each Driver will be scored a maximum of 10 points, in ½ point increments.
- Each team will be scored a maximum of 10 additional “Impact” points for choreography, creativity, closeness, etc.
- The maximum total team score is 40.
- Additional scoring criteria may be added if necessary (Fan Voting, Guest Judges etc)

#### Prize Purse:

Cash prizes will be awarded.

**Formula Drift Professional Drifting**  
2008 Rules and Regulations

**APPENDIX G - DATA AQUISITION**

- This section reserved for future use -

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX H - INSURANCE SUMMARY

FORMULA DRIFT provides Participant Accident Insurance for all FORMULA DRIFT sanctioned events including practice and qualifying and is extended to all participants such as OFFICIALS, crew members, owners, entrants, and any other individual or entity that holds a FORMULA DRIFT membership and appropriate credential.

The policies extend to accidental bodily injury sustained in a restricted area while this area is controlled by FORMULA DRIFT and which occurs independent of other causes.

The coverage provided under the Participant Accident Coverage is as follows:

Accidental Death	\$ 25,000
Accidental Dismemberment	\$ 10,000
Excess Accident Medical Benefit	\$ 25,000
Accident Total Disability	\$ 100 (weekly for up to 104 weeks after 7 days.)

Claims should be immediately reported and sent to:

Formula Drift, Inc.  
Andy Luk,  
Director of Operations  
200 Pine Avenue, Suite 615  
Long Beach, CA 90802

**Formula Drift Professional Drifting**  
2008 Rules and Regulations

**APPENDIX I - RADIOS**

The Race Operations frequency is 461.0750.

All teams are required to monitor this frequency at all times. Please refer to Section 4.

For technical assistance or to purchase radios or scanners, please contact:

BELLE-1 Racing Communications  
Daryl David - Director of Operations/Logistics  
200 Pine Ave Suite 615  
Long Beach Ca, 90802  
(562) 843-2289

# Formula Drift Professional Drifting

## 2008 Rules and Regulations

### APPENDIX J - MISCELLANEOUS

#### **Paddock Spaces – Pro Championship:**

All non-seeded teams will be allotted, approximately, a 20'x20' pit space. In the case that the venue is limited on space, non-seeded competitors will receive a temporary pit space in a "holding area" for non-seeded practice and non-seeded qualifying. Final pit spaces for non-seeded teams will only be assigned to teams who have qualified to compete on the event day. Those who do not qualify to compete on event day must park their trailers in the general parking area due to limited venue and pit space.

#### **Paddock Spaces – Team Drift:**

Each competition vehicle will be provided with a 10x20 (estimated) paddock/display space within the Formula Drift Team Drift paddock/display compound per event. There is a maximum of 3 vehicles per team per event. Within each vehicle's paddock/display space, the team is able to "decorate" the space upon approval from FORMULA DRIFT. Each team will be provided 10 credentials per event.

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**CONVERSION CHART**

Unit	Calculation
1 inch (in)	25.4 mm = 2.54 cm
1 millimeter (mm)	0.03937 in
1 foot (ft)	304.8 mm = 30.48 cm 1 centimeter = 0.3937 in
1 yard (yd)	914.4 mm = 91.44 cm 1 meter = 39.37 in
1 mile (mi)	5280 ft. = 1.60934 km 1 kilometer = 0.62137 mi
1 cubic inch (c.i.)	16.387 cubic centimeters (cc)
1 cubic centimeter (cc)	0.061 cubic inch
1 liter (l)	1000 cc = 61.0255 cubic inch
1 liter (l)	0.264 US gallons = 1.0568 qt
1 US gal (gal)	4 US qts = 231.18 cubic inches = 3.785 liters
1 ounce (oz)	28.35 grams
1 pound (lb)	16 ounces = 453.592 grams
1 kilogram (kg)	1000 grams = 2.2046 pounds
1 mile per hour (mph)	1.467 feet per second
miles per hour (mph)	0.62137 x kilometers per hour
kilometers per hour (kmh)	1.60934 x miles per hour
Degrees F	Fahrenheit – 32 x .555 = degrees Celsius
Degrees C	Celsius x 1.8 + 32 = degrees Fahrenheit
PSI	psi x .069 = bars
BAR	bars x 14.5 = psi
Ft. Lbs.	foot pounds x 1.355 = Newton meters (Nm)
Water (Weight)	8.34 pounds per US gallon
Gasoline (Weight)\	6.2 pounds per US gallon
Methanol (Weight)	6.75 pounds per US gallon
Engine displacement	bore x bore x stroke x .7854 x no. of cylinders
Brake horsepower (BHP)	$\frac{\text{RPM} \times \text{torque (in lbs-ft)}}{5250}$
MPH	$\frac{\text{RPM} \times \text{tire diameter (in inches)}}{\text{gear ratio} \times 336}$
Lap Speed	$\frac{\text{track length (miles)} \times 3600}{\text{lap time(seconds)}} = \text{MPH}$
Avg. Speed	$\frac{\text{track length (miles)} \times 3600 \times \text{no. of laps}}{\text{total time (seconds)}} = \text{MPH}$

