

FORMULA **DRIFT**®

Pro Sporting Regulation

2020

Version 1.0

Introduction

Entering its fourteenth season, Formula DRIFT is recognized as the global leader in professional drifting. As the first drifting championship series in North America, Formula DRIFT has taken this competitive motorsport to the extreme; attracting fans and car enthusiasts from all walks of life. It has also established the benchmark for drifting worldwide. This high-skilled, high-powered motorsport, where drivers intentionally maneuver their cars into well executed, controlled sideways slides at high speeds through a marked course, has the most diverse driver and vehicle field competing on the most diverse set of facilities for the coveted Formula DRIFT Championship crown.

All participating drivers, team directors, team members, and other team stakeholders please respect sportsmanship, and in any case, they must make gentlemanly correspondence in the scene.

On the event correspondence, actions or the contrary to sportsmanship may be subject to penalties such as subtraction of points, confiscation, suspension of participation, etc. to the participating drivers concerned with that person.

In addition to the participating drivers, this sporting regulation is regarded as having confirmed / agreed with the contents of team supervisor, team member, and all other team stakeholders.

Formula DRIFT Holdings, LLC
2161 Gundry Ave
Signal Hill, CA 90755
562-901-2600 (phone)
562-901-2651 (fax)

General Inquiries
info@formulad.com

Technical Inquiries
kevin@formulad.com

Media Inquiries
john@theidagency.com

FORMULA DRIFT Holdings, LLC

FORMULA DRIFT PRO Championship / FORMULA DRIFT PRO2 Championship

Jim Liaw	President, Co-Founder
Ryan Sage	Vice President, Co-Founder
Andy Luk	Operations Director
Bryan Olfert	Sponsorship Manager
Ceso Bagay	Marketing Manager and Scoring
Casidi Tanaka-Fixmer	Registration & Ticketing Manager
Myles Hasegawa	Manager, Production Manager
John Pangilinan	Public Relations
Brandon Scarpelli	Public Relations
Kevin Wells	Competition Director
Luke Crowell	Race Control
Patrick Gentilli	Race Control
Andy Yen	Competition Judge
Ryan Lanteigne	Competition Judge
Brian Eggert	Competition Judge
Jarod DeAnda	Series Announcer/Emcee

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1. GENERAL REGULATIONS

1.1.ADMINSTRATIVE CONTROL

The Formula DRIFT Pro Championship is a wholly owned property of Formula DRIFT Holdings, LLC. (Formula DRIFT) and sanctions all Formula DRIFT events including the Formula DRIFT Pro Championship, Formula DRIFT PRO2 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.

A Formula DRIFT representative assigned by the President or Vice-President of Formula DRIFT Holdings, LLC 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.

At Formula DRIFT events, each DIRECTOR/MANAGER has the authority over their respective areas of responsibility. He/she reports to the President of Formula DRIFT.

1.2.ACKNOWLEDGEMENTS OF THE RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a 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 with 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, tribunal, not provided for in the rules.

1.3.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:

Determinations and/or decisions made by Formula DRIFT officials are non-litigable.

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;

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 for 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.

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, Technical Bulletins, Competitor Bulletins, or other medium.

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

1.4.CHANGES TO RULES AND SPECIFICATIONS

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 the Formula DRIFT online bulletin board (refer to Registrar for access). The Competition Director has the authority to make adjustments to safety specifications at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins.

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

2. LICENSING

2.1.FORMULA DRIFT HARD CARD AND DRIVER LICENSE

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

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

All Formula DRIFT drivers must be licensed by Formula DRIFT in order to compete in a Formula DRIFT Pro Championship event, Formula Drift Pro2 event and Formula DRIFT team drift events, Formula DRIFT International events, invitational events or any Formula DRIFT demos may be subject to other or no licensing criteria.

2.2.FORMULA DRIFT PRO DRIVER LICENSE

Formula DRIFT PRO drivers that have earned a rank of 32 and above in the previous season will automatically be eligible for a Formula DRIFT PRO license the following year.

Additionally, the Top 8 drivers from the previous year of the Formula DRIFT PRO2 Championship and Formula Drift Japan will also be granted Formula DRIFT PRO Licenses.

PETITION

A driver that believes that he/she is qualified to compete in Formula DRIFT PRO Championship on a competitive level but chooses to not to compete in a Formula DRIFT PRO2 Championship may submit a petition to Formula DRIFT for review. The petition application format may be obtained by contacting the Formula DRIFT office. After a reasonable review period, Formula DRIFT will notify the driver on the status of their request. Drivers with insufficient experience or credentials based on a predetermined formula will not be considered and will be notified that they must obtain a license through Formula DRIFT PRO2 Championship. The petition will be reviewed by the Formula DRIFT Competition Director.

2.3.FORMULA DRIFT PRO2 DRIVERS LICENSE

Formula DRIFT PRO2 drivers that have earned 40 points in the previous Formula Drift PRO2 season will automatically be eligible for a Formula Drift PRO2 license the following year.

Formula DRIFT PRO drivers that have earned a rank of 16 and above at the conclusion of the previous season will not be eligible to compete in the Formula DRIFT PRO2 Championship the following year.

All remaining drivers and any new driver wishing to obtain a provisional Formula DRIFT PRO2 license will have two options.

Option 1: FORMULA DRIFT LICENSING SERIES (i.e., Formula DRIFT Canada, Formula DRIFT PRO-AM Series, etc.)

Competitors wishing to obtain a Formula DRIFT PRO2 license have the option to compete in a Formula DRIFT licensing series. Each of these approved affiliate Series operate a regionally based points series with a minimum of four rounds. The Top 3 Competitors at the end of the licensing series season will be awarded a Formula DRIFT PRO2 License based on their final standing in the series championship. Formula DRIFT licensing series competitions will be judged by officials selected through operating agencies approved by Formula DRIFT. Each licensing series may have their own rules and regulations so all competitors must contact the licensing series directly. For the most updated list of Formula DRIFT licensing series, please refer to www.formulad.com.

Option 2: PETITION

A driver that believes that he/she is qualified to compete in Formula DRIFT PRO2 Championship on a competitive level but chooses to not to compete in a Formula DRIFT licensing series may submit a petition to Formula DRIFT for review. The petition application format may be obtained by contacting the Formula DRIFT office. After a reasonable review period, Formula DRIFT will notify the driver on the status of their request. Driver's with insufficient experience or credentials based on a predetermined formula will not be considered and will be notified that they must obtain a license through

Formula DRIFT licensing series. Petitions are accepted from June 1st to September 1st and will be reviewed by the Formula DRIFT Competition Director.

Please refer to Appendix D – Formula DRIFT PRO and Formula DRIFT PRO2 Factsheet

2.4.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, Race Control, and Competition Director must be notified

2.5.SPOTTERS

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

2.6.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.

3. CODE OF CONDUCT

3.1.DRIVER/TEAM APPEARANCE

Drivers and Teams must be professional and presentable at all times. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver’s 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 per Formula Drift Technical Regulations and must include the team logo and/or team name.

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

3.2.CONDUCT & Demeanor

Paddock AND ON-COURSE CONDUCT

All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. 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.

DEMEANOR TOWARD 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 officials or judges will be subject to the same penalties as listed below.

APPLICATION OF CODE OF CONDUCT

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

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

3.3.DISCIPLINARY ACTION

BREACH OF RULES

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

- Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
- Participation in any proceeding, or action, prejudicial to the interests of Formula DRIFT, or of automobile competition generally.
- Reckless, or dangerous, driving
- Failure to obey direction and/or orders of a race official.

- Refusing to cooperate with, interfering with, or obstructing the action of the officials or others in the performance of their duties.
- Violation of the terms of probation
- Public criticism of the Series, its officials or sponsors.
- Unsportsmanlike conduct.
- Physical contact with the intention to harm any participant, or official, or the threat of some inappropriate, objectionable, threatening, or profane language, and/or gestures.
- Failure to allow inspection, or disassembly, of a vehicle as directed by the Competition Director.

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

PENALTIES

Any participant, official, entrant, or other person violating these rules, or the supplementary regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the Formula Drift Rules and Regulations. The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

Before imposing any penalty, the Disciplinary Committee shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at its discretion.

The Disciplinary Committee members are:

Jim Liaw	President, Co-Founder
Ryan Sage	Vice President, Co-Founder
Andy Luk	Operation Director
Kevin Wells	Competition Director
Ryan Lanteigne	Judge

REPRIMAND

The Disciplinary Committee may impose a reprimand. A reprimand against a Formula Drift licensed driver shall be noted in his/her license file, as will be any or all of the following penalties:

Fine and/or loss of prize money;

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 \$500.00 USD and up to \$10,000.00 USD and may be disqualified from participating in any or all Formula DRIFT events.

A fine up to \$100,000 may be imposed by the Disciplinary Committee against any entrant, driver, or participant for conduct detrimental to the Series, or the Series' clients, or partners.

If a fine is issued by the Disciplinary Committee, the driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of the fines is received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his/her Formula DRIFT hard card to the Operations Director.

All fines shall be remitted to Formula DRIFT 2161 Gundry Ave, Signal Hill, CA 90755

In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed.

Any entrant or driver who is disqualified in any competition shall be automatically forfeit all rights to awards in that competition.

PROBATION OF FORMULA DRIFT COMPETITION PRIVILEGES

The terms of probation shall be in writing and signed by the Disciplinary Committee. A copy shall be given to the driver, or entrant, or other person penalized, and Formula DRIFT shall retain a copy.

The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the Disciplinary Committee shall send a copy of the termination of probation. Probation will be recorded in the driver's file.

SUSPENSION OF FORMULA DRIFT COMPETITION PRIVILEGES

The Disciplinary Committee may impose suspension of the competition privileges for a maximum of twelve (12) months. Delay in surrendering in a hard card as directed shall automatically result in the extension of the suspension by a period equal to the delay. When a penalty of suspension is levied, the penalized driver must immediately surrender his/her Formula DRIFT hard card to the Competition Director.

LOSS OF POINTS

The Disciplinary Committee may impose a loss of event points and/or accrued points, or other sub-competition points, if applicable.

EXPULSION

The Disciplinary Committee may only impose expulsion from Formula DRIFT.

APPLICATION

Consecutive penalties may be imposed (e.g. two 30-day suspensions resulting in the total suspension of 60 days). Combinations of penalties may be assessed (e.g. a fine and a points penalty, etc).

RANGE OF PENALTIES

The Disciplinary Committee has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.

AMENDMENT OF PLACING AWARDS

In those cases where a penalty of disqualification is imposed, the Disciplinary Committee shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

PUBLICATION OF PENALTY

Formula DRIFT shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against Formula DRIFT, or against any person publishing such notice. Publication of penalties will be made available through the Formula DRIFT website.

3.4.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/her control. A breach of such contract may be treated as a breach of these regulations.

REFUSAL OF ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible, 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 course, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. Formula DRIFT has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

FALSIFICATION OF ENTRY

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

NOTIFICATION OF EVENT WITHDRAWAL

An entry may be withdrawn without penalty, 14 days prior to the event date in writing or by phone. Event entry fees are not refundable or transferable.

CONDITIONAL ACCEPTANCE OF ENTRY

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

3.5.PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

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

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. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

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:

Competition Director

Race Control

Registration and Ticketing Manager

Judges

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

COMPETITION DIRECTOR

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

The Formula DRIFT Competition Director (including any of his/her designees) is the authority in determining and enforcing technical regulations. Their decisions are non-protestable and they have the authority to amend and/or add to the rules and to make adjustments to vehicle specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the venue by written bulletin when possible.

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

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

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

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

REGISTRATION AND TICKETING MANAGER

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, team members, official, 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. 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. Formula DRIFT may establish a maximum allowable number of entries or entry deadlines per event.

All Formula DRIFT drivers, team members, 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.

JUDGES

Judges are responsible for determining scores and points assigned to individual or team competitors based on the competition criteria determined by Formula DRIFT.

Judges or other entities as assigned by Formula DRIFT will maintain records of qualifying scores, charts, and 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 Scorer and one official judge has declared the results “official”) for all qualifying and head to head battles.

CONDUCT

Every official shall endeavor to conduct him/herself according to the highest standards of behavior. Failure to do so may result in loss of official appointment for the event, or penalty, as determined by 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.

4.2.SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Formula Drift Pro Technical Regulations. Formula DRIFT must approve the use, in any way, of any Formula DRIFT identification, mark, logo, likeness or other intellectual property outside of an official Formula DRIFT event. 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.GENERAL PIT, PADDOCK, AND COURSE RULES

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

Only personnel with valid Formula DRIFT hard card will be allowed access to the restricted areas as defined. Formula DRIFT hard card must be available and visible at all times.

Smoking is not allowed at any time in the specified “hot” areas.

Pets are prohibited in “hot” areas at all times.

Paddock Speed Limit is 5 MPH.

Revvng of engines, bouncing off the rev limiter, and burnouts while not on course will not be tolerated.

No personnel may enter a “hot” course without approval from the Race Control.

The Competition Director or his/her delegate is the authority in enforcing start line, grid, pre-grid, paddock, and the competition course.

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

The on-board starter must not be used as a means of propulsion, either on the course or from the start line, except in emergency situations.

The driver shall not push his/her own vehicle, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on course. This does not preclude assistance by race officials for safety reasons.

The Competition Director or Race Control may order any vehicle removed from the course if, in his/her judgment, it constitutes a hazard to other competitors for any other reason.

Cones or other similar marking devices will designate all clipping points, zones and possibly be used as course markers. Line paint may be used to delineate the course. Typically colors are white and/or yellow.

4.4.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.

YELLOW– Caution, there has been an incident in the area covered by the flag. The course 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.

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.

4.5.RADIOS

It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. 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.

4.6.PASSENGERS

Passenger "ride-a-longs" are NOT allowed unless pre-approved by the Competition Director. Supplemental documentation (Insurance Waivers, etc) will be required to be completed at the discretion of the Competition Director. Passengers must abide by Ride-a-long Rules and Regulations (refer to Appendix B)

4.7.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 in the official practice session.

The first official practice session will be determined in the following way.

When scheduling permits a Thursday Practice:

PRO is an open session

PRO2 will only be an open session on the first practice of Thursday

All vehicles entered must be eligible for entry and have passed Technical Inspection prior to running on course.

A competition vehicle driven in FORMULA DRIFT PRO Championship CANNOT be driven by a different driver in Formula DRIFT Pro2 Championship

5. COMPETITION

5.1.GENERAL

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally the line is designated by markers on the course that are comprised of inner clipping points and outer zones.

The Formula DRIFT Championship consists of a scheduled number of two-day meets or Championship "Rounds" in which drivers compete in a single elimination bracket of "head-to-head" battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the "head-to-head" battles.

Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the championship order.

5.2.START LINE PROCEDURE

The start line is situated at the beginning of the course and is often marked by the “Formula DRIFT Start Arch”. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or **restart light** posted trackside prior to initiation. The location of the flagger or **restart light** will be discussed during the driver’s meetings prior to competition.

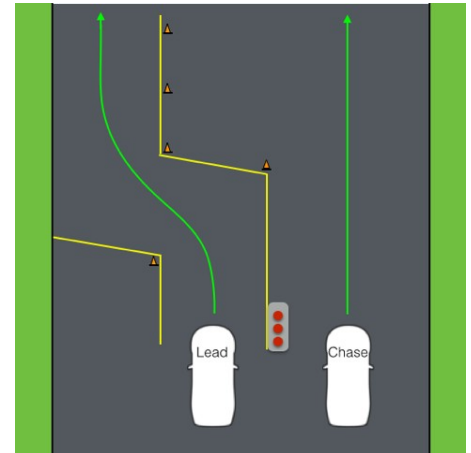


Figure 1

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

5.3.INITIATION

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

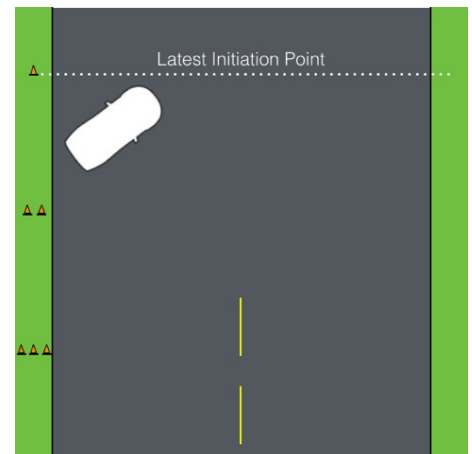


Figure 2

5.4.QUALIFYING FORMAT

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

5.5.QUALIFYING SCORING

- Line – 35 points
- Angle – 35 points
- Style
 - Initiation – 10 points
 - Fluidity – 10 points
 - Commitment – 10 points

5.6.QUALIFYING JUDGING CRITERIA

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes.

Driving at the high difficulty level described by the judges, the driver is showing their level of vehicle control.

Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

Each judge will be assigned to a criterion: Line, Angle, or Style.

LINE

Drivers will be judged on their ability to adhere to the line stipulated by the line judge during the driver's meetings. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. **Line points will be broken up by sectors (Figure 3) at each track.**

ANGLE

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the angle judge during the driver's meetings. **Line points will be broken up by sectors (Figure 3) at each track.**

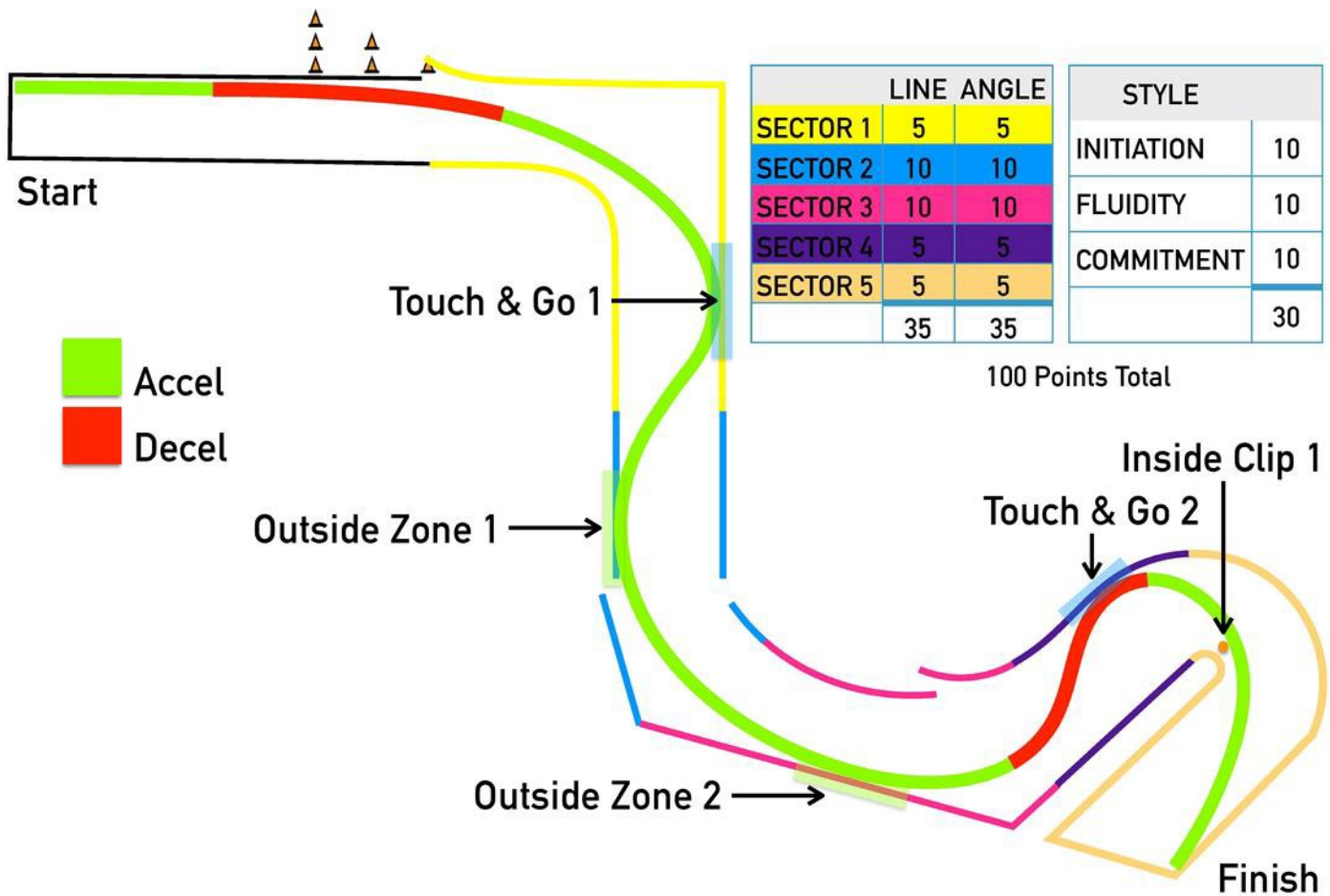


Figure 3

STYLE

The style judge has 3 areas of focus.

- INITIATION
 - Early – Initiation cones will be used for reference
 - Rate to angle – Quickly getting to the desired angle
 - Smooth – Reductions in angle and corrections
- FLUIDITY
 - Smooth rotation during transition
 - Lock to lock angle – High degree of angle to high degree of angle
 - Car is settled and flows through the course smoothly
- COMMITMENT
 - Consistent throttle application
 - Maintaining pace throughout– using momentum to fill zones & width of course
 - Make it look dangerous– approach barriers and track edge with confidence

DEDUCTION EXAMPLES

- Double initiation
- Tire off course
- Missing zones and clips
- Straightening
- Off line
- Lack of Angle

5.7.INCOMPLETE QUALIFYING RUNS

If a driver does any of the following mistakes in a qualifying run, the driver will not receive a score for that run and therefore the run will be considered INCOMPLETE

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

5.8.QUALIFYING TIE BREAKER

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

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

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

In the event of rain or weather that does not cause cancellation of qualifying, the judges have the right to make adjustments to the judging criteria and to subsequently disseminate this information to the spotters and drivers.

5.9.QUALIFYING REPLAYS

The use of replays in Qualifying can be requested by a judge, but for the run of show, the typical flow will be the driver's run and no replay.

5.10.TANDEM ELIMINATION FORMAT

The Top 32 Qualified drivers are placed in a standard bracket based on qualifying position.

The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket.

The higher qualifier will always lead the first run.

3rd place in the overall competition is decided based on the highest qualifier of the two losing competitors in the Final Four.

If vehicle is broken or unable to pull to the line for the battle, the remaining vehicle must make a Bye Run to be able to move on in the competition. The Bye Run is a non-judged qualifying lap to prove the mechanical condition of the vehicle is ready for competition.

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

Rear Tire changes will not be allowed during Competition Timeout unless debanding has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs. In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

5.11.TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle, but if the judges are unable to find a clear winner, a One More Time (OMT) is called. The Judges will watch both Run 1 and Run 2. They will also compare both lead runs and both chase runs and then determine which driver was the better overall driver once both runs have been completed.

LEAD DRIVER GOALS:

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

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

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

CHASE DRIVER GOALS

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

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

ACCEL/DECEL MAP

The ACCEL/DECEL MAP (Figure 3) provides a graphical representation of the course where the judges would like to see the lead vehicle on-throttle and off-throttle/braking. Lead runs that do not conform to the graphical representation of the course will receive deductions. The ACCEL/DECEL MAP will be used to ascertain fault in tandem collisions.

5.12.INCOMPLETE TANDEM RUNS

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run and therefore the run will be considered incomplete

The following constitute an **INCOMPLETE** in tandem:

- Spinning Out
- Opposite drift- Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Collision with the other driver that is considered "avoidable" or unsportsmanlike
- A chase driver intentionally not chasing the lead driver after an **INCOMPLETE** was scored on the previous run.
- Three consecutive restarts from chicane cones or an official's call
- Performing an Illegal pass – results in an **INCOMPLETE** for the chase driver
- Getting legally passed– results in an **INCOMPLETE** for the lead driver

5.13.PASSING

Passing is allowed in Formula Drift Tandem battles. Passing is not required, but is legal for the chase vehicle to do as long as all four of the following conditions are met:

- The lead driver must be offline or completely off course
- The chase driver can only make a pass on an inside clipping point.
- The chase driver can only make pass on the inside of the lead driver.
- The chase driver becomes the lead driver once the chase vehicle has fully surpassed the

lead driver's vehicle.

Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive an **INCOMPLETE** on that run.

5.14.TANDEM JUDGING EXAMPLES

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

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

Figure 4

Example after run 1 (Figure 4) and the judges notes

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

Figure 5

Example after run 1 and 2 (Figure 5) and the judges notes

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

Figure 6

Example of the decision making process after a completed battle (Figure 6).

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

Figure 7

In the event of two unrelated **INCOMPLETE**s from both drivers on the second run (Figure 7), that run is considered a tie, as neither driver was able to complete the run and earn an advantage. In this case, the judges will refer to the first run to establish a winner.

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

Figure 8

In the event of a **INCOMPLETE** from one of the drivers during a run due to a mistake from the “tandem **INCOMPLETE**s” list (Figure 8), the other driver will be given the win unless a major mistake was made on his/her part during the previous run. In this case the complete loss of control resulting in an **INCOMPLETE** from Driver A on run 2 is enough to give Driver B the overall win

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

Figure 9

In the event of **INCOMPLETE**s from both drivers on the chase run (Figure 9), as neither driver was able to complete the chase run and earn an advantage. In this case, the judges will refer to the Lead runs to establish a winner.

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

Figure 10

In the event of **INCOMPLETE**s from both drivers on the lead run (Figure 10), as neither driver was able to complete the lead run and allow the other driver to chase.

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

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

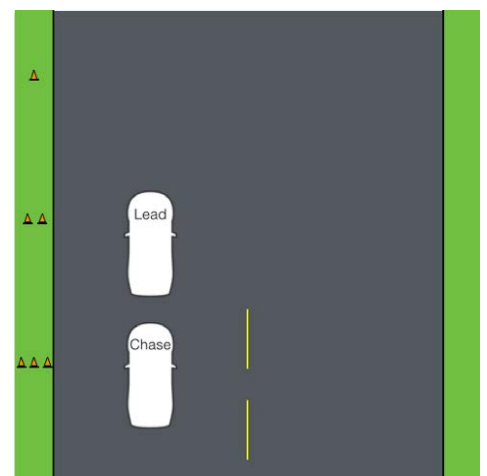
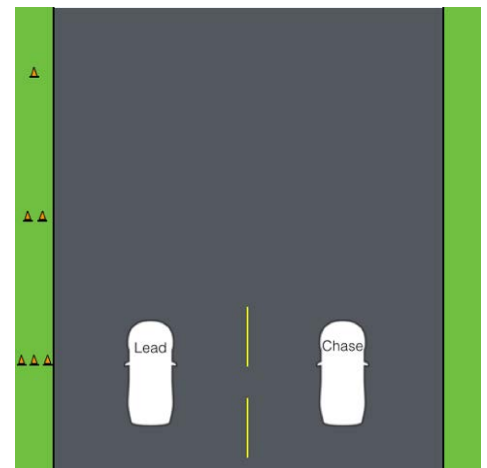
5.1.5.TANDEM INITIATION PROCEDURE

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

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

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

SINGLE FILE – The chase driver can also choose to initiate behind the lead driver. In this case the chase driver can remain in the same lane as the lead driver with as much



proximity as the chase driver can achieve while staying behind the lead vehicle. In this case, the lead driver also has the full width of the lead vehicle lane to initiate in any manner desired, as the chase vehicle must stay behind the lead vehicle until the lead vehicle has initiated.

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

5.16.TANDEM COLLISIONS AND CONTACT

Vehicle contact in drifting is something that Formula DRIFT recognizes as part of the sport, however collisions of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

LEAD VEHICLE

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

CHASE VEHICLE

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

DAMAGE DUE TO COLLISION

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

In some cases, damage sustained to the vehicles may require time to repair. Only the vehicle not at fault may request up to 10 minutes to repair their vehicle without using their designated Competition Time Out.

RUN 1 COLLISIONS

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, a Formula DRIFT official will verify that indeed the vehicle is not repairable in time for the second run of that battle and declare the driver the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two laps of the battle, he will not move on in competition.

If the case above occurs in the final battle, Formula Drift reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 10 minutes for repairs.

If both the lead vehicle and the chase vehicle wreck on the first run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher qualifying position.

RUN 2 COLLISIONS

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

If both the lead vehicle and the chase vehicle wreck on the second run of the battle and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the battle.

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the Competition Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

In the above scenario if they result leaves either driver with a tire puncture or wheel damage, the Competition Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

5.17.VEHICLE SERVICE DURING TANDEM

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, cool-down, etc.

5.18.COMPETITION TIMEOUT

To maintain safety in the competition, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are not to be used for strategic purposes. Only the designated team representative will be allowed to request the Competition Timeout, and it must be made through a Formula DRIFT official. Only the Competition Director may grant a Competition Timeout. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of five (5) minutes and are to be administered by the Competition Director.

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

Competition Time outs are for vehicle repairs, no tire pressure or suspension setting adjustments will be allowed.

Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver.

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

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

5.19.TANDEM REPLAYS

Use of multiple replays in tandem competition is prohibited until Top 8 onward. The typical run of show will be a replay after each run of tandem, but nothing more until the Top 8 has started. Once the Top 8 has started, judges may request multiple replays. The Race Control may request that time be allocated for a replay if a technical issue has occurred that could affect a judging call.

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 or a closed-circuit TV may be used to communicate whether a driver properly scores the clipping point. External data or video is not permissible in the evaluation of a protest.

5.20.PROTESTS AND APPEALS

PROTESTS

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

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

Judges Qualifying scores are not protestable.

The subjective areas of a judge's score and decision are not protestable.

Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see

it. Objective action with regards to Formula DRIFT protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.

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

FILING A PROTEST

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

Every protest shall be made in writing on the Formula Drift Protest form.

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

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

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

PROTEST AND TIME LIMITATION CHART

Round	Time Limitation	Fee
TOP 32	5 minutes after last battle	\$250.00
TOP 16	Prior to start of Top 8	\$250.00
TOP 8	Prior to start of Top 4	\$50.00
TOP 4	Prior to start of Finals	\$50.00

REVIEWING PROTESTS

The Drivers Steward, or his/her designee, shall review the protest and render a decision as soon as possible. The Drivers Steward will attempt to give all interested parties an opportunity to comment or provide input.

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

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

APPEALS

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

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

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

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

Due to time constraints and the year-end awards banquet, appeals may not be reviewed concerning decisions at the final events of the year.

Send appeals via email to Kevin@formulad.com

6. CHAMPIONSHIP POINTS

6.1.QUALIFYING AND ATTENDANCE POINTS

PRO QUALIFYING POINTS	
1	7
2	6
3	5
4-8	4
9-16	3
17-32	2
Attendance	1

PRO2 QUALIFYING POINTS	
1	6
2	5
3	4
4-8	3
9-16	2
Attendance	1

*Attendance is defined as making one qualifying pass in that event.

6.2.COMPETITION POINTS

PRO COMPETITION POINTS	
1	100
2	80
3-4	64
5-8	48
9-16	32
17-32	16

PRO2 COMPETITION POINTS	
1	100
2	80
3-4	60
5-8	40
9-16	20

Automatic Formula DRIFT PRO License renewal = Top 32 and above ranking in Formula DRIFT PRO

Automatic Formula DRIFT PRO2 License renewal = 40 points in Formula DRIFT PRO2

Rookie of the Year will be awarded to the highest ranking 1st year driver in Formula Drift PRO and PRO2

6.3.CHAMPIONSHIP RANKING TIE BREAKING

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

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

APPENDIX A – 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 that 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 and Dismemberment	\$ 25,000
Excess Accident Medical Benefit	\$ 25,000

All Formula Drift hard card holders are covered by our Participant Accident policy. This policy is an excess accident medical expense benefit with a deductible of \$0. This is not a primary policy. Your existing insurance coverage (if any) would be your primary. Anything that your primary insurance policy does not cover, this excess policy would come into effect without any deductible. If you do not have personal insurance, then the Participant policy would become your primary coverage.

If any injury should occur, these are the basic procedures:

1. The injured party would need to contact Andy Luk (Director, Operations) for a K&K Incident Report/Accident Medical Insurance Claim form.
2. The participant or parents/guardian will need to complete the form, detach it from the instruction page of the Incident report, and forward the form to the K&K Insurance Group, Inc.

Claims should be immediately reported and sent to:

Formula DRIFT Holdings, LLC.
Andy Luk,
Operations Director
2161 Gundry Avenue
Signal Hill, CA 90755

APPENDIX B – RIDE–ALONG TERMS AND CONDITIONS

Ride–Along Requirements – Formula DRIFT ride along participants must be at least 18 years old and sign a Release of Liability waiver before entering the vehicle. Closed toed shoes and long pants are also required.

It is also recommended that the rider be less than 6 foot tall and under 220 pounds. Formula DRIFT vehicles use racing certified seats and the rider must be able to properly fit and be secured to the seat. The rider must also fall under each seat manufacturer’s suggested specifications for body type.

It is mandatory that the rider be in good physical condition and in good health. Formula DRIFT assumes no responsibility for riders that fail to disclose this information prior to the ride along.

Formula DRIFT Ride–Alongs are not guaranteed. Special circumstances do occur that may delay or cancel all ride alongs for the event. Formula DRIFT and it’s staff will do the best to notify said parties when possible. Due to venue restrictions and noise ordinances not every rider that has signed up for a ride along will receive the ride along. Formula DRIFT will do try to accommodate all parties.

Proper identification will need to be brought to the venue for age verification.

By participating in the Ride–Along program you give and grant unto Formula DRIFT, its duly authorized agents and assigns, the rights to the use of your name, likeness, voice or photographs taken at the Formula DRIFT event, including, but not limited to television and radio broadcasts, film productions, videotape reproductions and the like, and you hereby relinquish all rights therefore for these purposes.

****This experience is not suitable for children aged 15 years and under. Riders between 16–17 years of age are REQUIRED to have a pre–written approval from a parent and/or guardian prior to arriving to the venue.**

APPENDIX C – MANUFACTURE CUP AND TIRE CUP CHAMPIONSHIP

Manufacturer Cup

Manufacturer Cup is for vehicles competing with an engine that matches the vehicle manufacturer. The top two ranking drivers by points from every manufacturer each round will receive points towards their vehicle manufacturer. The two drivers per manufacturer do not need to be the same drivers each round. Decisions regarding the engine and vehicle manufacturer eligibility will be determined by the Technical Regulations Manager.

Examples:

Nissan 350z with Chevrolet engine LS7 (will not receive points in the manufacturer cup)

Lexus SC430 with Toyota engine 2JZ (will receive points in the manufacturer cup)

Tire Cup

The Tire Cup points will be determined by the top two ranking drivers by points from every tire manufacture each round will receive points towards their tire manufacture. The two drivers per tire manufacture do not need to be the same drivers each round.

APPENDIX D – FORMULA DRIFT PRO AND FORMULA DRIFT PRO2 FACTSHEET

FORMULA DRIFT PRO CHAMPIONSHIP

REGISTRATION

Full Season consisting of 8 rounds includes 1 Driver hard card

Single event registration is not available

No onsite registration

HARDCARDS

For approved applicants– crew members that need to be on course.

LICENSING

How to retain Formula DRIFT PRO license:

Driver must be ranked #1 through #32 in the Pro Championship at the conclusion of the season.

How to earn new Formula DRIFT PRO license:

Driver must be ranked #1 thru #8 in Formula DRIFT PRO2 Championship, Formula Drift Japan, or via Petition. Petitions are accepted from June 1st to September 1st.

FORMULA DRIFT PRO2 CHAMPIONSHIP

REGISTRATION

Full season consisting of 4 rounds includes 1 hard card*

Single event registration is available

No onsite registration

*Note: Driver must attend a minimum of 2 rounds prior to Round 4 to be able to compete at Round 4.

HARD CARDS

For approved applicants– crew members that need to be on course.

LICENSING

Who is eligible to compete in PRO2:

PRO drivers NOT ranked #1 through #16 from the previous Formula Drift PRO season are eligible.

FD Canada and FD ProAm drivers that received a PRO2 License.

How to earn PRO2 License:

Top ranked drivers in one of the Formula DRIFT licensing series or via Petition

Petitions are accepted from June 1st to September 1st.

How to Retain PRO2 License:

Driver must acquire a minimum of 40 competition points in Formula DRIFT PRO2 Championship

PRO2 VEHICLE ELIGIBILITY

Technical Regulations same as Formula DRIFT PRO Championship

A competition vehicle driven in FORMULA DRIFT PRO Championship CANNOT be driven by a different driver in Formula DRIFT Pro2 Championship

FORMULA DRIFT PRO2 COMPETITION FORMAT

Wednesday – Tech Inspection

Thursday – Practice & Qualifying

Friday – Top 16 Practice & Top 16 Competition

Saturday – Display vehicle during PRO Competition

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