



FORMULA DRIFT Pro Championship

2013 Sporting Regulations

Introduction

Entering its tenth 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.

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FORMULA DRIFT Pro Championship / FORMULA DRIFT Holdings, LLC

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FORMULA DRIFT Asia Championship / Driftpac Pte Ltd

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1. SERIES ADMINISTRATION

1.1. ADMINISTRATIVE 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 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. 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.

1.4. OPERATING AUTHORITY

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.

1.5. 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:

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, Drift Competition Memos, or other medium.

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.

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As of January 1st of each year, the Rules & Regulations for that year shall supersede all versions from the previous years.

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2. LICENSING

2.1. FORMULA DRIFT HARD CARD AND PARTICIPANT 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.

2.2. FORMULA DRIFT COMPETITION LICENSE

All FORMULA DRIFT drivers must be licensed by FORMULA DRIFT, in order to compete in a FORMULA DRIFT Pro Championship event, FORMULA DRIFT Team Drift event, FORMULA DRIFT Invitational event, or any FORMULA DRIFT Demos. FORMULA DRIFT drivers that have earned 100 points in the previous 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.

Option 1: FORMULA DRIFT LICENSING SERIES (i.e. FD Asia Championship, FD PRO-AM Series, etc)

Competitors wishing to obtain a 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 (4) rounds. Competitors at the end of the LICENSING Series season will be awarded FORMULA DRIFT pro Licenses 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. Courses will be set up to replicate the speed and dynamics of a typical course in a FORMULA DRIFT Pro Championship event. 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 Appendix D.

Option 2: 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 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 will not be considered and will be notified that they must obtain a LICENSE through Option 1. Upon approval of the petition, FORMULA DRIFT will grant a provisional license. The petition will be reviewed by the FORMULA DRIFT licensing committee.

The FORMULA DRIFT licensing committee members are:

Jim Liaw	President, Co-Founder
Ryan Sage	Vice President, Co-Founder

FORMULA DRIFT Judges

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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'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 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 (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 \$500.00 USD and up to \$10,000.00 USD 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 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 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, 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

3.3.1. BREACH of RULES

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

- 3.3.1.1. Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- 3.3.1.2. Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
- 3.3.1.3. Participation in any proceeding, or action, prejudicial to the interests of FORMULA DRIFT, or of automobile competition generally.

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- 3.3.1.4. Reckless, or dangerous, driving
- 3.3.1.5. Failure to obey direction, or orders, of a race official.
- 3.3.1.6. Refusing to cooperate with, interfering with, or obstructing the action of the officials or others in the performance of their duties.
- 3.3.1.7. Violation of the terms of probation
- 3.3.1.8. Public criticism of the Series, its officials or sponsors.
- 3.3.1.9. Unsportsmanlike conduct.
- 3.3.1.10. Physical contact with the intention to harm any participant, or official, or the threat of same inappropriate, objectionable, threatening, or profane language, and/or gestures
- 3.3.1.11. Failure to allow inspection, or disassembly, of a vehicle as directed by the TECHNICAL MANAGER.
- 3.3.1.12. In cases of extreme misconduct, FORMULA DRIFT reserves the right to take any other action deemed necessary.

3.3.2. PENALTIES

- 3.3.2.1. 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	Director, Operations
Kevin Wells	Manager, Technical
Doug Artus	Manager, Competition

- 3.3.2.2. Reprimand
The DISCIPLINARY COMMITTEE may impose a reprimand. A reprimand against a FORMULA DRIFT licensed driver shall be noted in his license file, as will be any or all of the following penalties:
- 3.3.2.3. Fine and/or loss of prize money;
 - 3.3.2.3.1. 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.
 - 3.3.2.3.2. A driver's competition privileges are automatically under suspension, and

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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 FORMULA DRIFT hard card to the Director, Operations. All fines, and forfeited protest fees, shall be remitted to FORMULA DRIFT 200 Pine Ave. Ste 615, Long Beach, CA 90802.

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

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

3.3.3. 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.

3.3.4. 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 FORMULA DRIFT hard card to the COMPETITION MANAGER.

3.3.5. Loss of points

The DISCIPLINARY COMMITTEE may impose a loss of event points and/or accrued points including rookie, or other sub-competition (e.g. Triple Crown) points if applicable.

3.3.6. Expulsion

The DISCIPLINARY COMMITTEE may only impose expulsion from FORMULA DRIFT.

3.3.7. 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).

3.3.8. Range of Penalties

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

3.3.9. 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.

3.3.10. Publication of Penalty

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FORMULA DRIFT shall have the right to publicized 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.

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

3.4.1. 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 conduction, 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.

3.4.2. 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.

3.4.3. WITHDRAWL OF ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, 14 days prior to the event date. 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 DISCIPLINARY COMMITTEE, 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.

3.4.4. 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 the case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by COMPETITION MANAGER AND TECHNICAL MANAGER.

3.5. ALCOHOL, NARCOTICS, PERFORMANCE ENHACING 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,

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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 Manager
- Technical Manger
- Starter
- Registrar
- Scorer
- Judge

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 by the COMPETITION MANAGER. 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 ability to impartially performed 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. COMPETITION MANAGER

The COMPETITION MANAGER shall be the executive responsible for the general conduct of all aspects of competition at an event for which he has been assigned including conduct of participants and OFFICIALS, on-track safety issues, application of the FORMULA DRIFT Rules and Regulations. He/She shall ensure that all provisions of these rules are conformed to.

4.1.3. JUDGES

Judges are exclusively and responsible only to 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 competitions, as well as any special requests (i.e. speeds, scores, etc.).

Judges or other entities as assigned by FORMULA DRIFT will maintain records of qualifying scores, speeds, charts, scores, 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

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one official judge has declared the results “official”) for all qualifying and head to head match ups.

Judges are responsible for course design.

4.1.4. TECHNICAL MANAGER

The FORMULA DRIFT Technical Manager (including any of his designees) is the authority in determining and enforcing technical regulations (TECHNICAL MANAGER). Their decisions are non-protestable 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 vehicle to ascertain its conformance with the Rules at any time.

The TECHNICAL MANAGER 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 TECHNICAL MANAGER shall ensure that all driver safety equipment is in compliance 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, team members, 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.

4.2. 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. 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 or provisional 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.

4.4. TEAM REPRESENTATIVE

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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 COMPETITION MANAGER 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. GENERAL PIT, PADDOCK, AND COURSE RULES

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. The only exception is that team members are allowed to wear shorts in the “Pre-Grid” area. Team members working in a hot area, must be uniformly attired (matching pants and matching shirts) 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.

No personnel may enter a “hot” course without approval from the COMPETITION MANAGER.

The COMPETITION MANAGER 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 MANAGER.

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 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.

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The COMPETITION MANAGER or TECHNICAL MANAGER may order any car removed from the course if, in his/her judgment, it constitutes a hazard to other competitors for any other reason.

Refueling of cars is prohibited in the Pre-Grid, Grid or Start areas, or as otherwise specified. Fueling is only allowed in designated fueling areas as assigned by the COMPETITION MANAGER, or in the team paddock space. 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.

4.7. 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 TECHNICAL MANAGER 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 and must be received at least 14-days prior to the requested effective date.

4.8. 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.

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.

YELLOW

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.*

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.

WHITE

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

WHITE WITH RED DIAGONAL AT START/FINISH

Emergency vehicles are on course.

BLACK & WHITE CHECKERED

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

4.9. 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

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the COMPETITION MANAGER. 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 Operations frequency is 461.0750.

All teams are required to monitor this frequency at all times.

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

4.10. PASSENGERS

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

4.11. 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.

All vehicles entered must be eligible per Formula Drift Pro Technical 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 COMPETITION MANAGER. 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

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 \$50.00 within the time limits specified in these rules, and in accordance with section 4.4. The protest fee will be returned if the protest is deemed to be well-founded and is upheld by the COMPETITION MANAGER.

5.2.1. All protests shall be made to the COMPETITION MANAGER only.

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

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TECHNICAL MANAGER.

- 5.2.3. A protest against a mistake or irregularity occurring during competition shall be made prior to the start of the following round of qualifying or round of competition (i.e. protesting an irregularity in “Top 16” must be made prior to the start of “Top 8”).
- 5.2.4. A protest against any other action of an official shall be made within 10 minutes of the action.
- 5.2.5. Judges qualifying scores are not protestable.
- 5.2.6. The subjective areas of a judge’s score and decision are not protestable.
- 5.2.7. Notification of a protest does not guarantee that the COMPETITION MANAGER will hear the argument. The needs of the operation may take precedent over the protest.

5.3. HEARING PROTESTS

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

6. **COMPETITION FORMAT- Formula Drift Pro Championship**

6.1. 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 or track. Generally the line that is designated by a panel of judges is a line that provides the highest speed and angle the car is capable of handling.

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” match-ups. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head” match-ups.

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.

The criteria for judging are as follows:

A) SPEED:

Speed is a non-subjective criterion. Speed is used by monitoring a driver’s speed at a specific part of the course. Each course may have multiple speed capturing areas, but only one area will ultimately be used in scoring.

B) ANGLE:

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The maximum drift angle at which a driver can maintain and control his/her vehicle throughout the marked course.

C) LINE:

The drift line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points and outer clipping zones. The exact line of each track will be dictated by the judges at each track

D) STYLE/IMPACT:

Style is probably the most subjective part of the drivers' runs. Style is just what it sounds like: The drivers' overall ability to take the specific judging criteria and display it is the most personal and individual way. That is the essence of style. Aggressive flicks, closeness to walls, extreme angle and extreme proximity to the lead vehicle (in case of head-to-head competitions) are examples of how personal driving style can be showcased.

6.2. QUALIFYING

The format for Qualifying is a "knockout" format. Drivers will complete one (1) run on the track in order of current rank in the Championship. After each competitor has completed one (1) run, the top 16 drivers will be placed in the tandem bracket by qualifying rank. The final 16 spots allotted for tandem will then be filled by the rest of the field by completing one more run. Drivers ranked from 17 – lowest positioned driver after the first run will keep their first run score and then run the second run of qualifying. The higher of the two scores will be the score that each driver keeps. From there, positions 17-32 will be filled. Running order on the second run will be dictated on rank of the remaining drivers.

A) Qualifying Scoring

In qualifying, each judge will be assigned to a criterion: Line, Angle, or Style. Line is worth 25 points. Angle is worth 25 points. Style is worth 40 points, of which the Line and Angle judges can contribute 0 through 5 points each to the 40 point total. The Speed category is worth either 0 through 10 points and is measured at a specific point on the course for each event. The judges will determine the median speed for qualifying. Driver will receive 5 points for achieving the median speed set by the judges. For every 1/10th of a mile per hour achieved by the driver above the minimum speed set by the judges, the driver will receive 1/10th of a point up to a maximum of 10 total points. No points above a total of 10 will given for speeds exceeding the speed scoring range. For every 1/10th of a mile the driver misses the median speed by, 1/10th of a point will be deducted from the possible 5 point median score, down to a minimum score of 0 points. Negative scores will not be given. The Line, Angle and the Style judges may award points in one (1) point increments or whole numbers for their specific criterion.

Qualifying Points Allotment

1. Line Judge = Maximum 25 Points + up to 5 Points for Style
2. Angle Judge = Maximum 25 Points + up to 5 points for Style
3. Style Judge = Maximum 30 Points

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4. Speed = Based on median set speed and scaling based on exact MPH to 1/10 of a MPH

Speed Score Example – Median Speed 55mph

60MPH = 10 points

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. .
. .

55.2MPH = 5.2 points

55.1MPH = 5.1 points

55MPH = 5 points

54.9MPH = 4.9 points

54.8 MPH = 4.8 points

.
. .
. .

50MPH = 0.0 Points

Qualifying Score Example w/ median Speed of 55MPH

Line Judge: 22 Points + 4 points Style

Angle Judge: 22 Points + 3 points Style

Style Judge: 26 Points

Speed: 51.2MPH

Total Score: 78.2

B) Errors that constitute an automatic zero (0)

- Loss of drift - Includes: Spin, straightening, understeer.
- Opposite drift - Performing a manji where constant angle is required.
- Two tires off - Two of the car's tires have gone outside of the designated course outline.
- Hood, hatch/trunk and/or doors opening during a run - Any of the body parts listed have opened during a run.
- Wall hit - Contact that causes an abrupt change in the vehicle's angle, line or speed and/or causes a spin.
- Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tires off, as listed in C above. These areas will be discussed in detail prior to Qualifying in the driver meetings.

C) Clipping Zones and Course Markers

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Cones or other similar marking will designate all clipping points and zones. Anytime an inner clipping point 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, depending on the severity of the hit. Hitting an outer clipping zone with anything other than the driver's rear bumper will be counted as off course and will be scored a 0. (ie. Hitting the cone with the rear tire, door, etc.) Course markers that are laid out to designate the outer lines of the course are not to be hit by vehicles at any time in competition. Hitting the markers is considered going off course and a deduction or a 0 may be awarded. Judges will specify in the drivers meeting how they will treat each specific track.

Slight 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 flow of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain proper line, speed, and angle. If the hit occurs at any other point on track other than the marked outer clipping zones points may 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.

D) In the event of a tie, the driver with the higher speed in the designated speed zone will be placed in the higher position.

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

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

6.3. TANDEM ELIMINATION ROUNDS

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

A) Lead Car

The lead car is to drift the course using the speed, line, angle and style as defined by the judges for qualifying. Typically, the lead car should driver 90 percent of his/her qualifying run(s) and focus specifically on hitting all clipping point and zones with the maximum line, angle, speed and style as possible.

B) Chase Car

In general, the chase car needs to treat the lead car as a moving clipping point and showcase more angle and style while in chase. **With regards to speed, a chase driver may get as close to the lead car as possible as long as the chase car's front wheels DO NOT reach in front of the lead car's front wheels. In essence, if done properly, a chase driver can be door-to-door with the lead car without being in violation of being on a lower line.** For a chase car to show true dominance to the lead car, the driver must follow the line the lead driver chooses, maintain consistent and larger angle than the lead car and use speed to maintain consistent and close proximity to the lead car.

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C) Passing

Passing is allowed in Formula DRIFT. Passing is allowed anywhere on course as long as the lead car is clearly off the line the judges have specified. Any passing that occurs outside the scope of the aforementioned criteria will be deemed illegal and constitute an equivalence to a zero (0) run.

D) Two or more of the following items constitute an automatic zero in tandem:

- One wheel off course
- Straightening
- Hitting an inner clipping point marker
- Double entry
- Abrupt stop
- Stalling

E) Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tires off. If a driver hits these cones, he will automatically be given a Zero score, as he will be deemed "off course". These areas will be discussed in detail prior to Qualifying and Tandem competition in the driver meetings.

6.4 COLLISIONS

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

A) LEAD CAR:

The lead car is required at all times to run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that driver. Typical speed for a lead car is defined as speeds of equivalent measurement from qualifying speeds. Some slight variance (+5, -5) is in most cases acceptable.

If the lead car loses drift, goes off line or reduces speed too drastically in comparison to that particular driver's qualifying speeds and the chase car hits the lead car, the lead car will in most cases be deemed at fault for the contact. It is each individual judge's job to ascertain fault. There may be circumstances where the lead car is not at fault for the contact, but this will be left to each individual judge to ascertain.

B) CHASE CAR:

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The chase car is required at all times to follow and chase the lead car. The driver of the chase car is encouraged to know the approximate speed of the lead car through the entire course. If the chase car makes contact, in most cases that driver will be deemed at fault for the contact unless otherwise noted. Contact known as “rubbing” is acceptable, however the chase car cannot affect the lead car where loss of drift or loss of line occurs.

C) DAMAGE DUE TO CONTACT:

Once contact is made and damage occurs to either vehicle, the Judges using majority rule will ascertain fault. If damage due to contact occurs, both drivers have a right to have their spotter enact a “COMPETITION TIME OUT.” A Competition Timeout is five (5) minutes in duration. It is expected that in most cases damaged vehicles can be repaired in this time frame.

In some cases, damage sustained to the vehicles may require more time to repair. At this point ONLY the vehicle not at fault may ask for additional time. (NOTE: This does not prevent teams’ ability to call a Competition Timeout for other purposes). In the spirit of time and the show, the COMPETITION MANAGER also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The COMPETITION MANAGER will re-assess the vehicle between subsequent head-to-head match up’s or even at the end of the round.

In most cases FORMULA DRIFT will encourage teams and drivers to finish the head-to-head match-up, but there will be cases where vehicles may not be able to be repaired or contact happened on the last run of a head-to-head in which case the judges can make a call on the winner of the match.

If a team cannot repair their vehicle and the team was also not at fault during the incident, a FORMULA DRIFT official will verify that indeed the car is not repairable in time for the next round and declare the driver the winner of the match. The driver may move onto the next round or if the damage is too extreme, may exit from the competition.

D) If both the lead vehicle and the chase vehicle wreck on the first run of a matchup 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 of the two qualifying scores. If both the lead vehicle and the chase vehicle wreck on the second run of a matchup 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 matchup.

6.5 TANDEM ELIMINATIONS

Three Judges will observe both runs during a head-to-head battle. There will be no declaration of scores between the two runs. At the conclusion of the head to head battle each judge will individually declare a winner. Judges are allowed to converse but are not permitted to show their

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written winner to any other judge. Judge separation devices may be used. Judges will select from three options:

- Driver "A" wins
- Driver "B" wins
- "One More Time"

The majority will rule and a winner will be decided. In the event there is no clear majority, a "One More Time" will be granted, and the competitors will begin another 2-run head-to-head battle. Multiple "One-More-Times" may be necessary to determine a winner.

Examples of Decisions:

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
3	Judge 1	Driver A	One More Time
	Judge 2	One More Time	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
4	Judge 1	Driver A	One More Time

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	Judge 2	Driver B	
	Judge 3	One More Time	

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.

6.6 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.

6.7 COMPETITION TIME OUT

To maintain safety in the competition, during tandem competition runs only, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are not allowed for Practice or Qualifying. 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 MANAGER 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 MANAGER.

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. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed either trackside or in the pre-grid or hot grid. Vehicles needing to go to the pit for a Competition Timeout are not permitted.

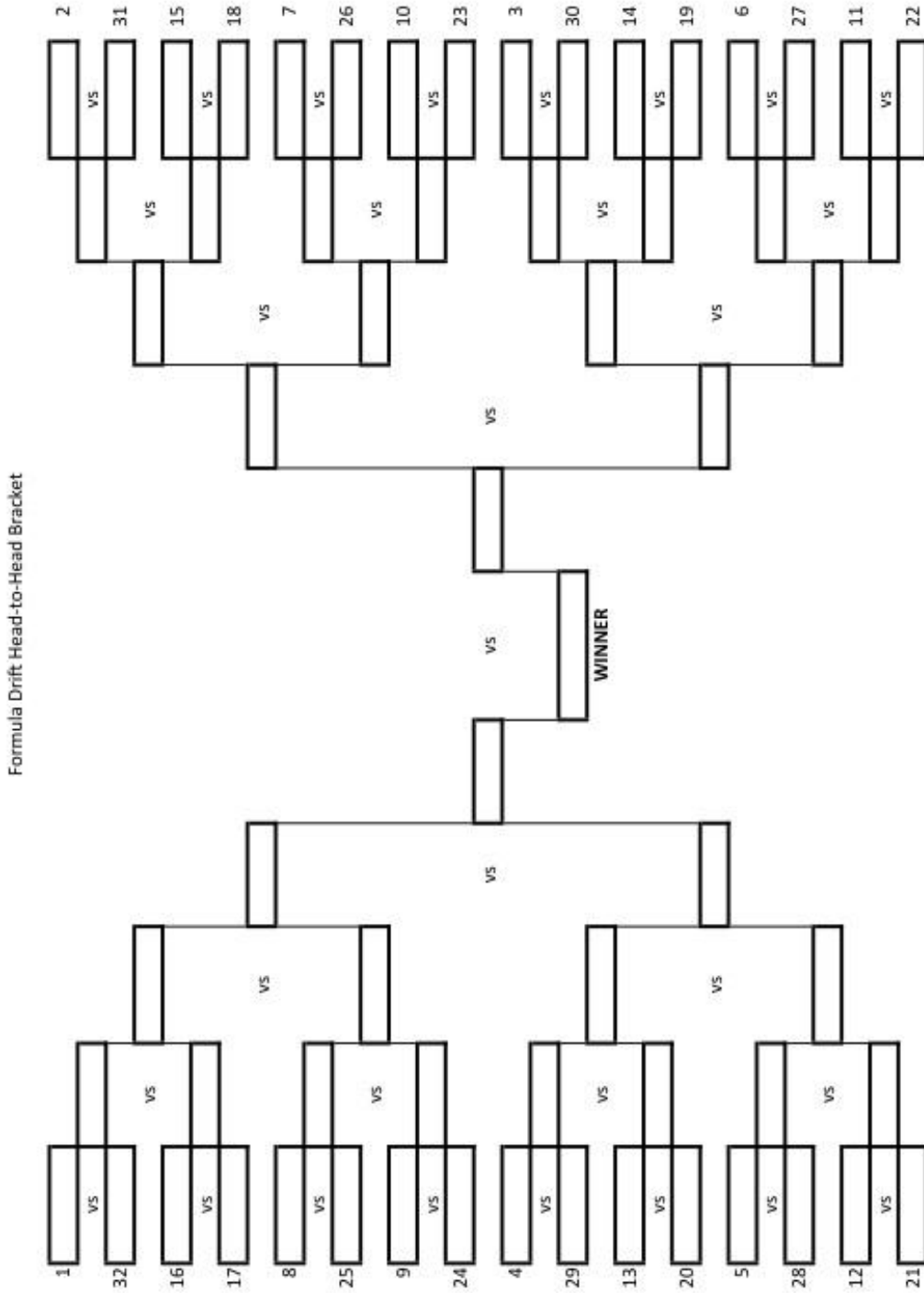
6.8 VEHICLE SERVICING DURING TANDEM

Competitor vehicles cannot be serviced by their crew between the first and second runs of a tandem round. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, cool-down, etc.

6.9 TOP 32 FORMAT

32 drivers will compete in single elimination head-to-head battles and win his/her way through a standard 32-Driver bracket. Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

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Points Awards

Head to Head	
Winner	100
2 nd	88
3 rd	78
4 th	69
Top 8	61
Top 16	54
Top 32	24

Qualifying	
1	12
2	10
3	8
4	6
5 – 6	4
7 – 8	3
9 – 12	2
13 – 16	1
17 – 24	0.5
25 – 32	0.25

Automatic Pro License renewal = **100pts**

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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	\$ 25,000
Accidental Dismemberment	\$ 10,000
Excess Accident Medical Benefit	\$ 25,000
Accident Total Disability	\$ 100.00 (weekly for up to 104 weeks after 7 days.)

Claims should be immediately reported and sent to:

FORMULA DRIFT Holdings, LLC.
Andy Luk,
Director of Operations
200 Pine Avenue, Suite 615
Long Beach, CA 90802

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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 under 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 track 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 track 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 track.

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Appendix C – Manufacture 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.

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Appendix D – 2013 Formula Drift Licensing Series



URL: www.justdrift.com
Contact: Charlie@justdrift.com
Phone: 213-422-1403
FD Licenses: 5 FD Pro Licenses



URL: mdudrift.com
Contact: edgar@mdudrift.com
FD Licenses: 4 FD Pro Licenses



URL: www.goldengatedrift.com
Contact: luke@goldengatedrift.com
FD Licenses: 4 FD Pro Licenses



URL: www.fabricatedmotorsports.com
Contact: aaronlosey@gmail.com
FD Licenses: 4 FD Pro Licenses



URL: www.vegasdrift.com
Contact: info@vegasdrift.com
FD Licenses: 4 FD Pro Licenses



URL: www.evergreendrft.com
Contact: drift@evergreendrft.com
FD Licenses: 4 FD Pro Licenses



URL: www.streetwisedrift.com
Contact: support@streetwise.com
FD Licenses: 4 FD Pro Licenses



URL: www.usdrift.com
Contact: brian@usdrift.com
FD Licenses: 4 FD Pro Licenses

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URL: www.d1nz.com
Contact: brendon@d1nz.com
FD Licenses: 4 FD Pro Licenses



URL: www.formuladriftasia.com
Contact: Jeremy@driftpac.com
FD Licenses: 4 FD Pro Licenses

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Record of Revisions

Release	Current Version	Release Date	Notes
Update to: 6.2 Qualifying	As of 4/1/2013	4/1/2013	B) Errors that constitute an automatic zero
Update to: 6.3 Tandem Elimination Rounds	As of 4/1/2013	4/1/2013	D) Two or more of the following constitutes an automatic zero in tandem E) Contact with "off-course markers"