

**Formula Drift Championship
2013 PRO Technical Regulations**



FORMULA DRIFT Championship

2013 PRO Technical Regulations

Introduction

We are pleased to provide you with the 2013 edition of the Technical Regulation for the FORMULA DRIFT Championship.

This edition of the rules establishes the foundation for the organization and conduct of the FORMULA DRIFT Championship. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully.

FORMULA DRIFT wishes you a safe and successful competition season.

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FORMULA DRIFT Championship

2013 PRO Technical Regulations

Table Of Contents

Section

1	TECHNICAL INSPECTION	
1.1	Eligibility Inspections	5
1.2	Modifications	5
1.3	Damage	5
1.4	Team Representative	6
2	COMPETITION VEHICLES	
2.1	Vehicle Eligibility	6
3	CHASSIS	
3.1	Chassis	6
3.2	Roll Cage	9
3.3	Ballast	13
4	SUSPENSION and BRAKES	
4.1	Front Suspension	13
4.2	Steering	13
4.3	Rear Suspension- Live Axle	13
4.4	Rear Suspension- Independent	14
4.5	Modified or Aftermarket suspension parts	14
4.6	Wheel Tethers	14
4.7	Brake System	15
4.8	Wheels	15
5	DRIVETRAIN	
5.1	Engine	15
5.2	Cooling System	15
5.3	Oil System	15
5.4	Fuel System	16
5.5	Exhaust System	16
5.6	Starter	16
5.7	Transmission	16
5.8	Driveshaft	17
5.9	Traction Control	17
5.10	Data	17
6	ELECTRICAL SYSTEM	
6.1	Battery	17
6.2	Master-Cutoff	17
7	BODY EXTERIOR	
7.1	Body Panels	18
7.2	Wing	18
7.3	Windshield	19
7.4	Wipers	19
7.5	Mirrors	19
7.6	Hood Pins	19
7.7	Decals	19
7.8	Towing Apparatus	21

FORMULA DRIFT Championship

2013 PRO Technical Regulations

7.9	Lights	21
8	BODY INTERIOR and DRIVER'S COMPARTMENT	
8.1	Interior	22
8.2	Dashboard	22
8.3	Steering Wheel	22
8.4	Mirror	22
8.5	Helmet	22
8.6	Driver Suit	23
8.7	Eye Glasses	23
8.8	Seats	24
8.9	Seat Belts	24
8.10	Windows and Window Restraints	26
8.11	Arm Restraints	27
8.12	Head and Neck Restraints	27
8.13	Fire Suppression System	27
9	TIRES	
9.1	Tire Eligibility	28
9.2	Approved Tires	29
9.3	Tire Size Regulations	30
9.4	Tire To Weight Compliance	30
9.5	Tire Measuring Procedure	31
9.6	Tire Modification	32
9.7	Tire Claiming	32
9.8	Requesting Tire Eligibility	33

FORMULA DRIFT Championship

2013 PRO Technical Regulations

1. TECHNICAL INSPECTION

1.1. ELIGIBILITY INSPECTIONS

ANNUAL INSPECTIONS-

Prior to the first time a car is entered into any EVENT for the current season; the TECHNICAL MANAGER will issue a FORMULA DRIFT VEHICLE IDENTIFICATION (VID) number/sticker and conduct an annual inspection of each car. Upon verification of compliance to the rules, an annual tech sticker will be issued and affixed to the main roll bar hoop at driver's left. Only cars that have passed the annual inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the TECHNICAL MANAGER.

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

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

To be eligible for competition in an EVENT, all vehicles must have:
A FORMULA DRIFT VEHICLE IDENTIFICATION number (VID)
A current annual technical inspection sticker

EVENT INSPECTIONS-

During each event, the TECHNICAL MANAGER or his/her assigned designee, will conduct random inspections of any entered vehicles. These may be via a pre-event inspection, through an impound process either during or post event, or by any other method. Teams may be required to provide tools, jacks, jack stand, etc.

MAINTENANCE OF ELIGIBILITY-

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

1.2. MODIFICATIONS

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

1.3. DAMAGE

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

FORMULA DRIFT Championship

2013 PRO Technical Regulations

1.4. TEAM REPRESENTATIVE

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

2. COMPETITION VEHICLES

2.1. VEHICLE ELIGIBILITY

Eligible models must have been considered a "production car" and have had a minimum build run of 600 units in their model year.

Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.

Vehicles must maintain the original OEM unibody and/or frame structure between the OEM front and rear suspension mounting points.

Vehicles that do not meet the above eligibility criteria must petition for approval from FORMULA DRIFT.

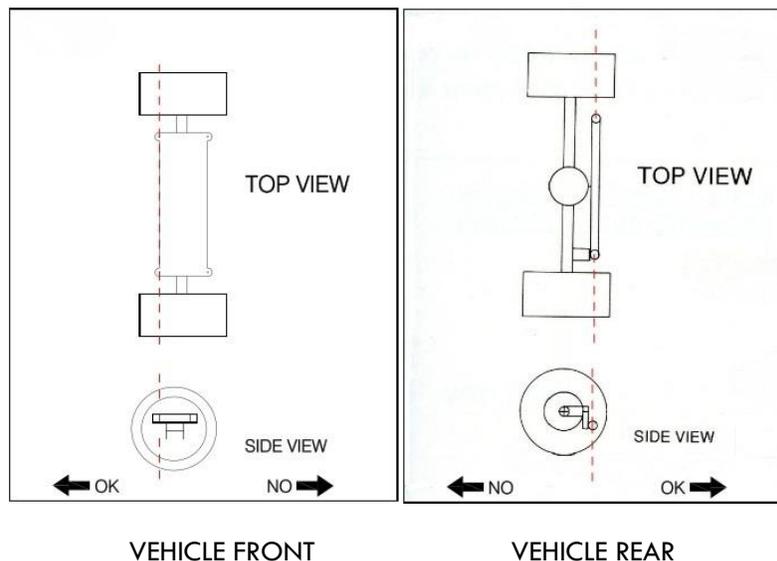
No trucks or SUVs will be allowed.

Vehicles must be made from metal construction. Vehicles with composite frame or unibodies are not eligible. Vehicles with aluminum construction must contact FORMULA DRIFT for roll cage specifications.

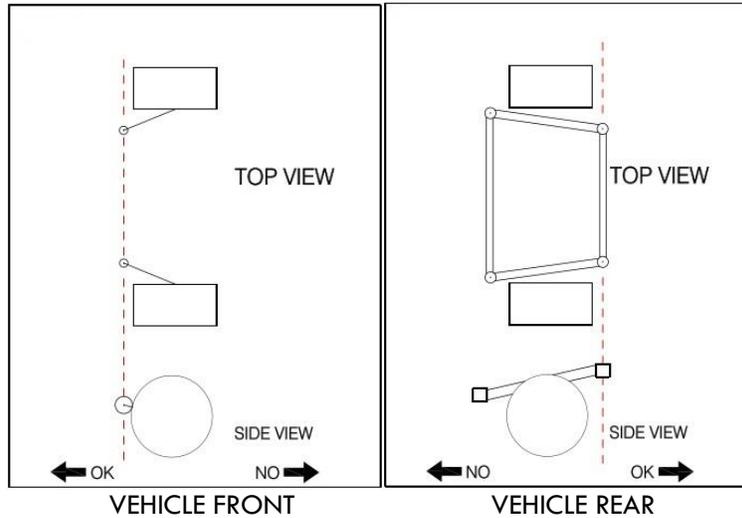
3. CHASSIS

3.1. CHASSIS

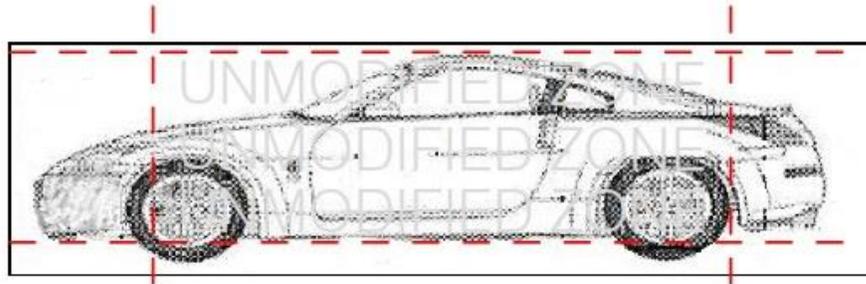
The original OEM floorpan, frame and or unibody must remain unmodified between the vertical planes created by the original forward most and rear ward most suspension or subframe mounting point. Unibody or chassis may be seam welded.



FORMULA DRIFT Championship 2013 PRO Technical Regulations



The original OEM floorpan, frame and or unibody must remain unmodified between the horizontal planes created by the original floorpan at the lowest horizontal plane to the roof at its highest horizontal plane. With the exception of transmission tunnel and firewall dimensions listed below and Fuel cell rule.



Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, various tabs and or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel. Any other items or structures must receive prior approval in writing from TECHNICAL MANAGER.

Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody only if a suitable replacement structure of equivalent strength is installed after removal of the unibody section.

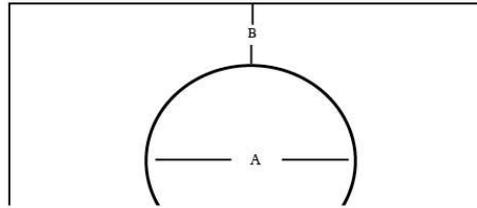
Any unibody panels or part thereof not listed for approved removal from the unibody structure in section 3.1 should be considered non removable unless prior written approval (with submitted photos showing intent prior to removal) has been received from the TECHNICAL MANAGER.

Modifications of the stock, OEM firewall and transmission tunnel are as follows:

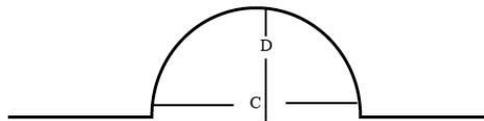
FORMULA DRIFT Championship

2013 PRO Technical Regulations

FIREWALL



DRIVESHAFT TUNNEL



Dimension A: Tunnel Width may be no wider than 18 inches

Dimension B: Minimum dimension of 10 inches between the bottom of the windshield and the top of the transmission tunnel.

Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 36 inches.

No part of the engine casing may cross the vertical threshold of the original firewall into the transmission tunnel.

No other modifications may be made to the vehicle chassis, frame, or unibody.

Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the cockpit.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

3.2. ROLL CAGE

GENERAL-

The basic purpose of the roll cage is to protect the occupant if the car turns over, runs into an obstacle, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.

Bolt in roll cages are not allowed.

PADDING-

Forward braces and portions of the main hoop subject to contact by the occupant's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with non-resilient material.

WELDING-

All roll cages must be based on a single Main Hoop of one (1) continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
The weld shall have no cracks.

Grinding down of welds is prohibited.

Thorough fusion shall exist between weld metal and base metal.

All craters shall be filled to the cross section of the weld.

Undercut shall be no more than 0.01 inch deep.

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

No portion of the cage may permeate the firewall and shall be fully contained within the occupant's compartment.

No additional bracing may be used between the strut tower and the firewall.

ROLL CAGE MATERIAL-

Roll Cage Material must be Seamless SAE 1020 or 1025 mild steel tubing, DOM, and or chromoly. Please contact FORMULA DRIFT for approval if any alloy material will be used. An approved supplier MUST construct alloy steel cages. ERW tubing is not permitted.

TUBE SIZING-

FORMULA DRIFT Championship

2013 PRO Technical Regulations

All roll cage tubing in the requirements listed below must be a minimum of 1.5in x .095. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

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

INSPECTION HOLE-

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

MAIN HOOP-

The main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible with a maximum of 4 bends, totaling 180 degrees \pm 10degrees.

The roll cage main hoop should start from the floor of the car and be attached to the chassis/unibody via Mounting Plate specifications.

Diagonal lateral brace is a piece of tubing equal to the roll bar diameter, installed across the main hoop to prevent lateral distortion. This brace must attach to the driver side upper corner of the main hoop, not more than six (6) inches from the radius, and to the opposing leg, not more than six (6) inches from the base plate.

A horizontal brace is a piece of tubing equal to the roll bar diameter, installed behind the driver's seat for the purpose of mounting seat belts. This tube shall be no higher than shoulder height and continue the full width of the main hoop, attached to both legs.

Either the diagonal brace or the horizontal brace must be one continuous piece of tube, with the other attaching to it.

Any number of additional reinforcing bars, gussets or supports is permitted within the structure of the cage.

FRONT/SIDE HOOPS-

The front hoops, side hoops, or down tubes shall begin at the floor.

Several configurations are allowed:

Side Hoop Configuration: Side Hoops connect directly from the floor of the occupant's compartment and continue, in one piece, to connect to the Main Hoop. If Side Hoops are used, they are to be connected together by a single horizontal tube across the top of the windshield with a maximum of 4 bends totaling 90 degrees \pm 10 degrees.

Front Hoop Configuration: A front hoop connected to the floor on both sides of the occupant compartment and following the line of the front pillars in one continuous piece may be used. A front hoop must be connected at the top by horizontal bars running back to the main hoop on each side, above the doors with a maximum of 4 bends, totaling 180 degrees \pm 10degrees.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

HALO Configuration: Top "halo" hoop following the roof line in one continuous piece from each side of the main hoop along the top of the doors and windshield. A HALO must be connected to the floor with forward "down tubes" following the line of the front pillars with a maximum of 4 bends, totaling 180 degrees \pm 10degrees and a maximum of 2 bends allowed on the down tubes.

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

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

REAR HOOP SUPPORTS-

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis.

Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees.

No bends are allowed on rear braces. On cars where the rear window/bulkhead prohibits the installation of rear braces, the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

SIDE PROTECTION-

All cars shall have a minimum of two (2) door bars across each front door opening. The door bars may run parallel, or in the shape of an "X". If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall connect the upper and lower door bars. The side protection needs to be as high as possible, minimum height of the upper bar must be half height of the door itself.

Teams may also choose to install a second row of double horizontal door bars that run parallel to the inner bars and extend into the outer door skin, these are also known as "NASCAR-STYLE" bars. In this configuration, the outer bars must also have a minimum of two (2) vertical tube sections connecting the upper and lower bars. The inner door panel and door internals may be removed.

ANTI-INTRUSION or ANTI-WHEEL INTRUSION BARS

All cars shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel. The anti-intrusion bars or wheel intrusion bars are intended for additional foot protection.

MOUNTING PLATES-

Each mounting plate shall be at least 0.08" thick

Mounting plates must be fully welded to the structure of the vehicle

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

Whenever possible, mounting plates shall extend onto a vertical section of the

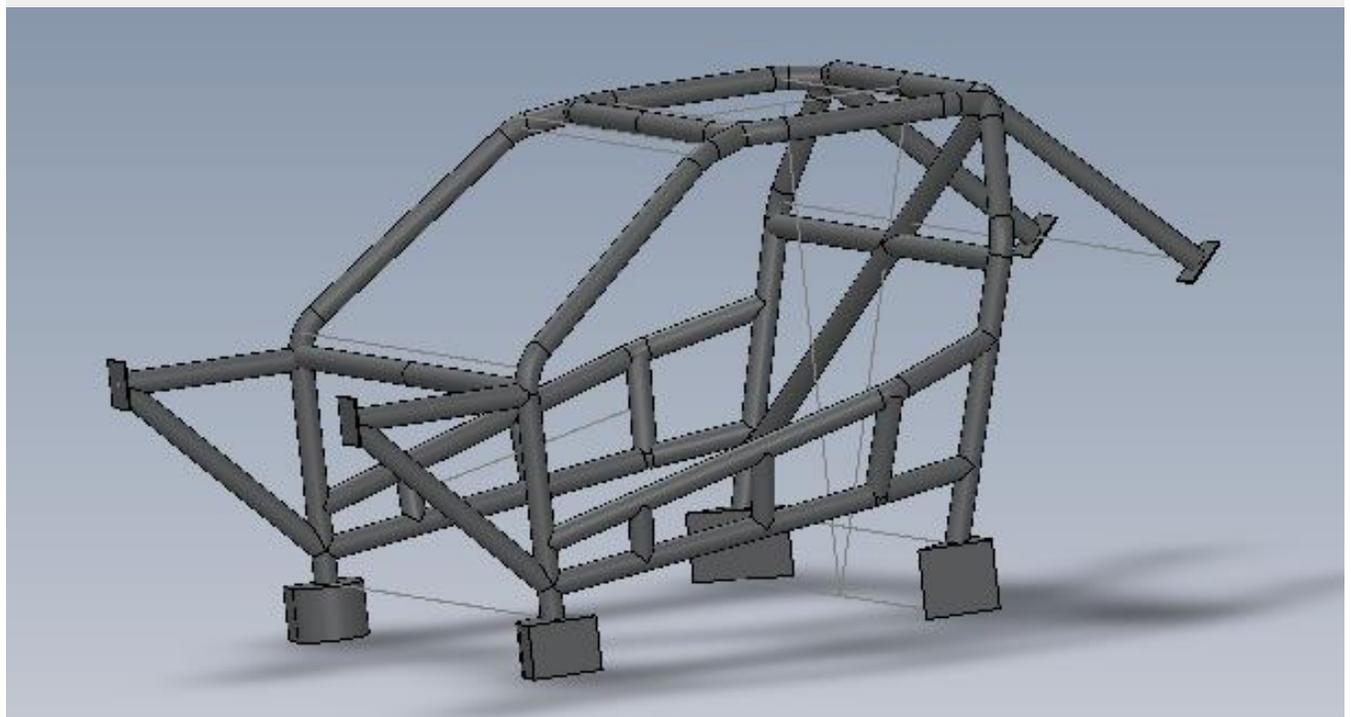
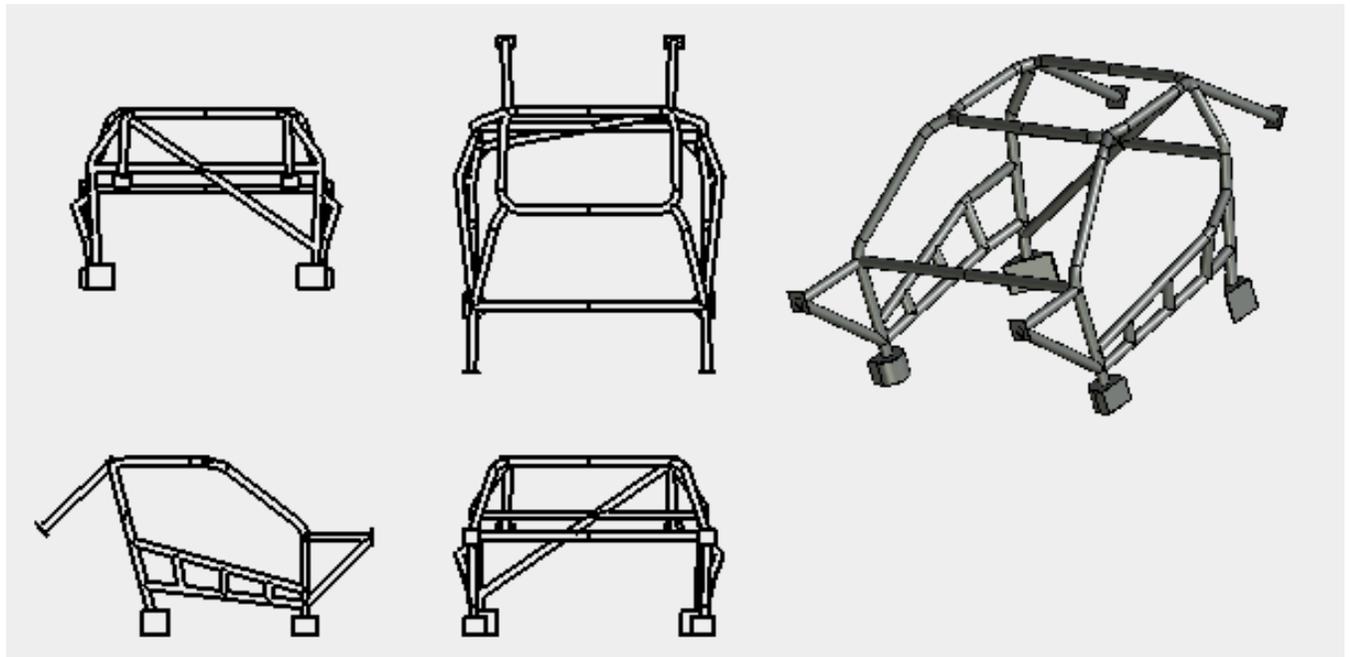
FORMULA DRIFT Championship 2013 PRO Technical Regulations

structure (such as a rocker box or door pillar)

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

SUPPLEMENTAL BRACING-

Supplemental bracing is allowed within the roll cage



FORMULA DRIFT Championship

2013 PRO Technical Regulations

3.3. BALLAST

A car may have up to 50 lbs of ballast weight added to it.

Ballast must serve only the unique purpose of adding weight to a vehicle.

FORMULA DRIFT officials must approve all weight material.

Blocks must weight no less than 5 pounds each and cannot be made of liquid of any type, pellets or any other granulated material.

Added weight must be securely bolted in place with a minimum of one ½-inch diameter grade 8 bolt.

No weight shifting devices are allowed.

This includes but not limited to hydraulic or electronic devices.

Ballast must be mounted ahead of the rear axle.

4. SUSPENSION AND BRAKES

4.1. FRONT SUSPENSION

OEM front sub-frames and cross members must be stock and available on the exact year make and model that is competing in FORMULA DRIFT.

Original suspension design type must remain: Double wishbone, MacPherson strut etc.

Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will not be allowed. MacPherson strut upper mount pivot must remain within the dimensions of the OEM bolt circle on the chassis.

Subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed

All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed.

Front subframes may only be modified to directly allow for oil pan/ starter clearance and steering rack relocation. The front subframe must retain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modifications, cutting, welding, strengthening, etc is not allowed.

4.2. STEERING

Modifications of steering components (steering rack, tie rods, etc) are free. This includes mounting the rack to the front subframe.

4.3. REAR SUSPENSION- LIVE AXLE

The original chassis mounting points must remain unaltered and in the original factory position. Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will not be allowed.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

Original suspension design must remain: 3 link, 4 link, etc.

4.4. REAR SUSPENSION- INDEPENDENT

OEM Rear sub-frames and cross members must be stock and available on the exact year make and model that is competing in FORMULA DRIFT.

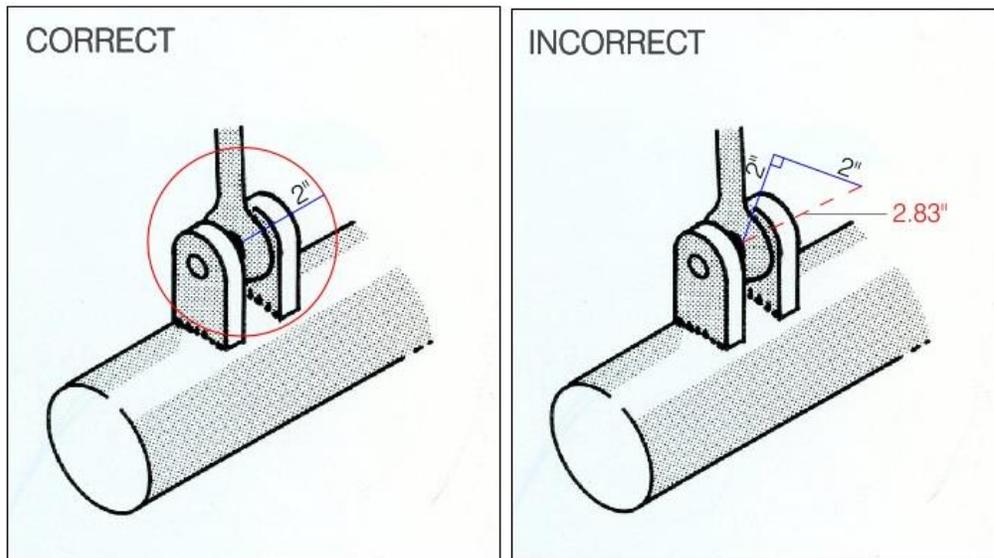
Original suspension design type must remain: 5 link, 4 link, strut, etc.

Subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed.

All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed including subframe bushing to chassis mounts.

Additional mounting tabs may be added to relocate the suspension arm mounting points a maximum of 2 inches on any plane from the original mounting position

This will be measured center to center from the original pivot point to the new pivot point. Please refer to the drawing below. (This rule only applies to vehicles with a rear subframe)



Rear subframes may be modified to allow for mounting or relocating a differential. The rear subframe must retain at least one major member that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modification(s) such as cutting, welding, strengthening, etc is not allowed.

4.5. MODIFIED OR AFTERMARKET SUSPENSION PARTS

Modified or aftermarket suspension parts, including hubs, are allowed.

4.6. WHEEL TETHERS

Wheel tethers are strongly recommended on the front and rear wheels.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

4.7. BRAKE SYSTEM

The brake system must operate all 4 wheels.

Dual master cylinders pedal assemblies are allowed.

Hydraulic fluid lines may not have removable connectors located inside the driver's compartment

Driver adjustable brake bias is allowed.

The use of secondary brake systems is allowed but must be completely separate from the primary system.

4.8 WHEELS

Beadlocks, wheel screws and any additional form of attachment device between wheel and tire is prohibited.

5. DRIVETRAIN

5.1. ENGINE

Engine, transmission ECU and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

All fluid systems must be free of leaks.

5.2. COOLING SYSTEM

Cooling system modifications are free but must be fully closed and free of leaks.

Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.

If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of .036" steel, or .059" aluminum. The floor of the enclosure must be designed to prevent accumulation of fluids.

Cooling systems shall be filled with water only. "Water wetter" is allowed.

Radiator catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.

5.3. OIL SYSTEM

Oil storage tanks that are not located in the original position must be surrounded by a 10mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036" steel, or .059" aluminum.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

The floor of the enclosure must be designed to prevent accumulation of fluids.

Oil catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.

All engine components and exterior components that support engine operation such as oil cooler, Accu-sump, dry-sump tank, oil filter, and oil lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

5.4. FUEL SYSTEM

FUEL TANK/ CELL

The fuel system design is free. Drag race style fuel cells with bottom mount sumps and or fittings are prohibited. Fuel cells meeting SFI 28.1 are recommended.

Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulkhead. Fuel cells may be installed in the interior of the car, preferably within the confines of the roll cage structure.

The floor pan may be modified to fit a fuel cell and lines.

Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.

FUEL LINES

Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.

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

Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the car.

The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with .036" steel or .059" aluminum and sealed. There shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident as well as a one-way "flapper" valve.

5.5. EXHAUST SYSTEM

Exhaust system modifications are free, but must exit aft of the rear axle or in the original location. Mufflers are not required.

5.6. STARTER

All cars must be equipped with an on-board starter and power supply which must be in working order at all times

5.7. TRANSMISSION

All vehicles must be equipped with a functioning reverse gear

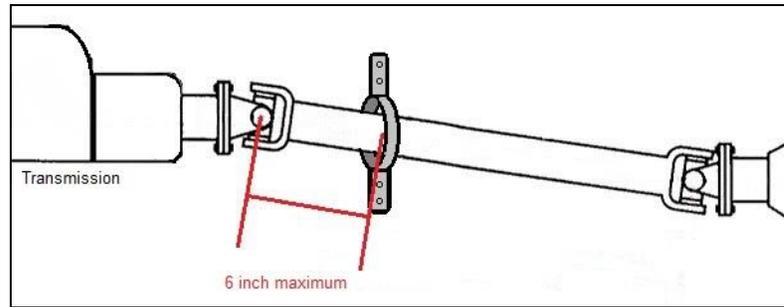
Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

5.8. DRIVESHAFT

All vehicles must have a driveshaft retaining loop mounted with 6 inches of the forward most universal joint and be securely attached to a body or frame structure. The driveshaft loop may be made of minimum 1/4in steel x 2 in wide strap or 7/8 inch x .065 steel tubing and be securely mounted in case of universal joint failure.



5.9. TRACTION CONTROL

Traction control and other non-specified “driver aids” are not allowed. Including but not limited to speed sensors, linear transducers, driveshaft rpm, and steering position. Wheel speed and driveshaft sensors must be removed.

5.10 DATA

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

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

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

6. ELECTRICAL SYSTEM

6.1. BATTERY

The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts.

Batteries may be relocated. Relocated batteries must be fastened to the frame or unibody with a minimum of two 3/8-in diameter bolts. J bolts or hooks are prohibited.

If the battery is located in the driver’s compartment, it must be in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box and properly vented and drained.

6.2. MASTER-CUTOFF

FORMULA DRIFT Championship

2013 PRO Technical Regulations

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

The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

7. BODY EXTERIOR

7.1. BODY PANELS

Cars must maintain the OEM look and feel and be clean, free of damage and presentable for competition.

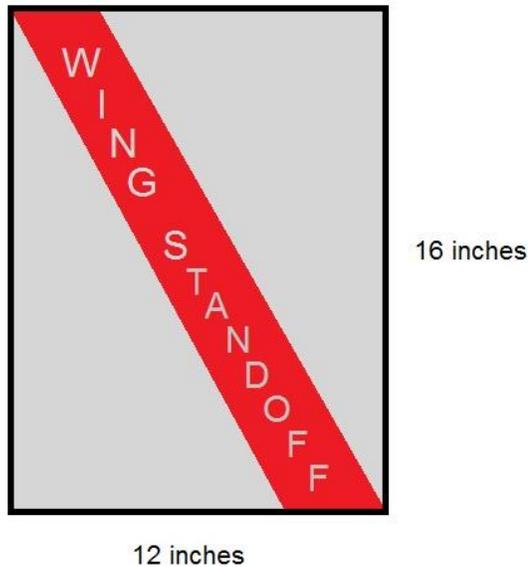
All bodywork must be painted or covered, securely latched and/or fastened and not loose in any manner

Aftermarket body panels, front and/or rear fascias, side skirts and wings, etc are permitted; body work that is not designed as O.E.M. or an O.E.M. replacement of the original make and model of the vehicle must be approved by the TECHNICAL MANAGER.

The outside door latch/lock operating mechanism may be removed or modified. If it is not in the original location, the door must be operable from the exterior and the opening mechanism must be clearly visible and/or marked for access by safety personnel.

7.2. WING

No vertical aerodynamic elements may be added other than, 2 (two) wing standoffs and 2 (two) wing end plates. The size of each of these may not exceed 12x16 inches in size per unit (dimension, not surface area).



FORMULA DRIFT Championship

2013 PRO Technical Regulations

The installation of these devices may not obstruct the view, from any angle, or operation any of safety device, signaling light, indicator, or other equipment

7.3. WINDSHIELD

Windshields must be installed and OEM glass or OEM replacement material and be free of cracks. Non-glass, Lexan or Polycarbonate replacement windshields must be a minimum 3/16" thickness, be adequately mounted, and have supplemental, vertical bracing made of minimum 16 gauge (.0625") aluminum and 3/4 inch wide, securely mounted down the center of the opening, inside the vehicle.

7.4. WIPERS

Cars must have a functioning windshield wiper.

7.5. MIRRORS

Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.

7.6. HOOD PINS

Two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended. The original stock latch must be removed.

7.7. DECALS

All required FORMULA DRIFT and/or other decals or markings must be present in the specified location. FORMULA DRIFT windshield banners are required.

FORMULA DRIFT reserves the right to have any decals, marks, or other items removed or covered at their discretion.

DECAL PLACEMENT

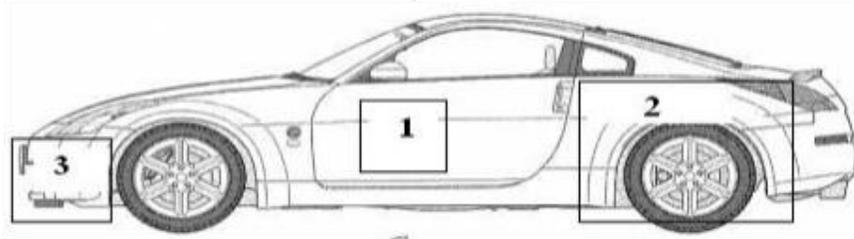
All competing cars must carry the following mandatory Decals or marks, as well as any other decals as mandated by FORMULA DRIFT via supplemental regulations, memos, and other communications.

A FORMULA DRIFT Decal Placement sheet depicting appropriate placement and specifications is kept current and is available from FORMULA DRIFT (example following).

FORMULA DRIFT Championship

2013 PRO Technical Regulations

2-Door Competition Vehicles



Decal Placement Key

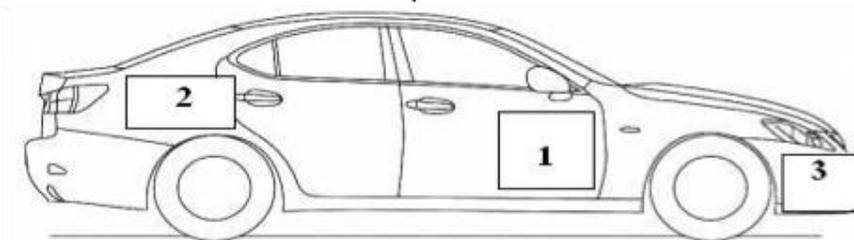
Provided by Formula Drift:

1. 2x Formula D Number/Name Boards, 1 on each side. Must be on the forward most portion of the door (under the side mirror) as shown.
2. Any other Formula D contingency or sponsor stickers (including Triple Crown) is recommended to be placed on the rear quarter-panels.
3. 1x Formula D Sticker on front Bumper.

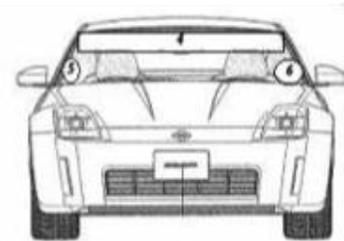
Note:

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

4-Door Competition Vehicles



Front Windshield



Provided by Formula Drift

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

Two (2) assigned car numbers: One (1) on each side of the car in Black, utilizing the approved FORMULA DRIFT Number Board in the designated location (illustration below)

One (1) official FORMULA DRIFT windshield banner.

One (1) official FORMULA DRIFT series decal on the front bumper.

One (1) additional decal on windshield as specified

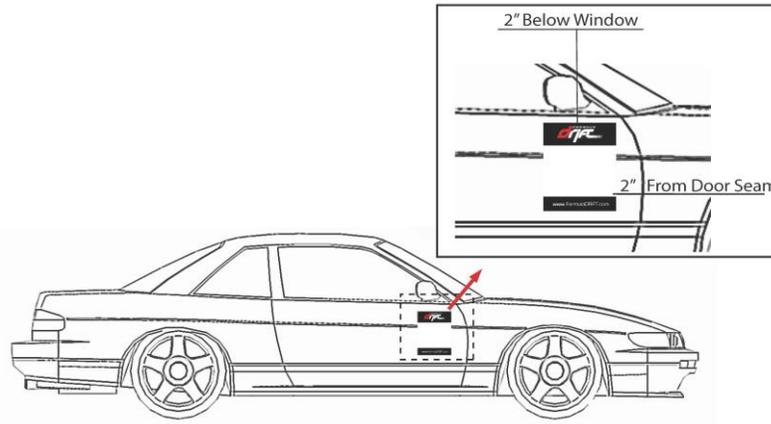
One (1) Triple Crown Logo on windshield as specified (Triple Crown Events Only)

All mandatory contingency decals as specified.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

Competitors may also be required to carry event specific sponsor decals or marks.



All vehicles must have the number plate in the designated area above. Any alteration such as cutting or modifying is not allowed. A minimum fine of \$500 per event will be issued to any violators.

7.8. TOWING APPARATUS

All cars must have a minimum (1) front and (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of two inches and be in a contrasting color to surrounding body work.

The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 5000 lbs.

Tow apparatus made from webbing under no circumstances may have bolts or rivets through webbing. Use of a 3 bar buckle or sewing is required on webbing designs.

Tow apparatus must be a unique-purpose device. Using other structures i.e; a wing, body panel, or wheel is not allowed. The use of factory "tie down loops" is not permitted.

Tow apparatus must be easily accessible if the car is stopped in a gravel bed without removal or manipulation of body panels or other bodywork.

Tow apparatus must not protrude more than 1" beyond the furthest forward or rearward dimension of the bodywork or otherwise are hinged and/or collapsible in order to create a blunt surface.

Tow apparatus must be clearly marked with an arrow in a contrasting color to the body color by using paint or by using a decal.

7.9. LIGHTS

OEM LIGHTS

All OEM lights must remain in place. Brake lights, tail lights (rain lights), and headlights must function normally. Taillights must remain in OEM condition tinting is prohibited. The use of electrical, mechanical, and or hydraulic cut off switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

AFTERMARKET LIGHTS

Rearward facing strobe lights of any color are strictly prohibited.

FRONT BRAKE LIGHT

Each vehicle must have a brake light that is visible from the front of the vehicle, and from above. Roof/front brake lights are available at <http://www.v-leds.com>. They are 36 inches long LED strips and must remain 36 in long. They are to be mounted at the base of the vehicle roof, at the top of the windshield. They are to be mounted after the installation of the FORMULA DRIFT windshield banner and the strip should run along the top of the windshield and be centered. The light must be connected to the existing brake light circuit. Competitors must use specified light kits which are available from FORMULA DRIFT.

THRID BRAKE LIGHT

Each vehicle must have a third rear brake light. This brake light is designed to reside far inboard of the main tail lights and brake lights. The lights should be mounted on the roof above the rear window on a fixed non removable panel or structure. The purpose of this light is to alert a chasing driver of the lead drivers braking inputs. It is to be mounted in a way that is visible and well protected. Cars must use the V-LED strip that has been previously employed for the front brake light. They are 36 inches long LED strips and must remain 36 inches long. It is up to the discretion of the TECHNICAL MANAGER to approve the overall position and visibility of the 3rd rear brake light.

8. BODY INTERIOR and DRIVER'S COMPARTMENT

8.1. INTERIOR

The interior of the vehicle must be clean and professional in appearance.

All non-essential and/or loose items must be removed.

Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets and covers.

All carpeting and/or sound deadening material must be removed.

Supplemental Restraint Systems (SRS) must be removed.

8.2. DASHBOARD

The dashboard must be either stock or stock replacement. Replacement must be same dimension and position of stock dashboard.

The modification of gauges is free.

8.3. STEERING WHEEL

Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

8.4. MIRROR

Interior mirror may be replaced with a multi-plane type mirror, but must not extend beyond the confines of the interior.

8.5. HELMET

All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:

FORMULA DRIFT Championship

2013 PRO Technical Regulations

Snell Memorial Foundation – SA2005, SA2010,SAH2010
SFI Foundation – Spec 31.2, Spec 31.2A
FIA 8860-2004, 8860-2001

Full-faced helmets are required.

Helmet chin straps must be buckled or fastened while on course.

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

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

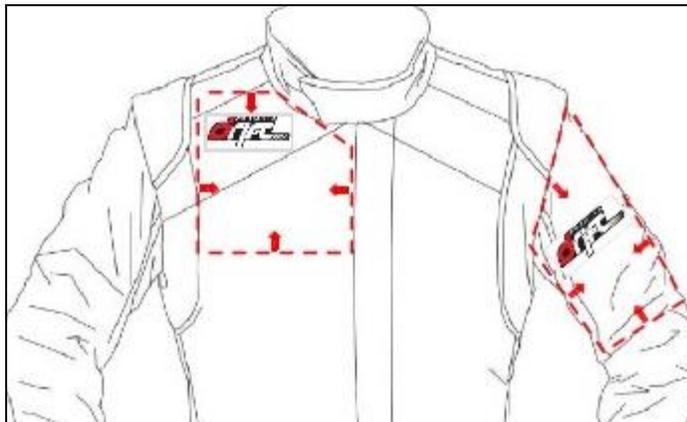
8.6. DRIVING SUIT

One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to "FIA 2000" specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.

Fire-resistant underwear is recommended.

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

All drivers and teams must carry a FORMULA DRIFT series patch on the uppermost right chest and upper left arm of the driver's and teams uniform. Other official series sponsor patches may be required. A digital file will be available January 1st, 2012. Please contact the FORMULA DRIFT offices for the digital file.



8.7. EYE GLASSES

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

FORMULA DRIFT Championship

2013 PRO Technical Regulations

8.8. SEATS

All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must be homologated to FIA standard 8855-1999. The usable life of an FIA homologated seat will be 5 years from the date of manufacture indicated on the seat label.

Sample FIA seat homologation label:

	In compliance with : FIA Standard 8855-1999
	Manufacturer Name : Name of Manufacturer
Serial n° :	xxx xxx
Model :	Model Name
Homologation N° :	CS.xxx.xx
Date of Manufacture :	MAY 2012

The homologation labels must be visible

SEAT SUPPORT

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

MOUNTING HARDWARE

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

8.9. SEAT BELTS

All occupants shall utilize a driver restraint system that conforms to these regulations.

All occupants in FORMULA DRIFT EVENTS must utilize either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.

A minimum five-point system is required for use in automobiles is required. The system consists of a two or three in lap belt, three-inch shoulder straps or two-inch shoulder straps when used with an approved SFI 38.1 Head and Neck Restraint, and a single or double sub strap with a minimum two-inch webbing.

All Harness belts must meet either SFI or FIA Homologations:

There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.

SFI Certification – Harness systems may be certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s) on shoulder belts, lap belts and sub-straps. Each harness is punched with the year and month of manufacture. This certification shall expire (2) years after the punched month and date on the belt. SFI 16.1 belts must have a 3 inch lap belt.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

SFI 16.5 belts may have a 2 in lap belt. 2 in Head and Neck Restraint specific shoulders are permitted when used with an approved SFI 38.1 Head and Neck Restraint.

FIA Certification –Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s) on each element of the belt. FIA belts are dated with an expiration year with the belts expiring on December 31st of the year punched or printed on the FIA tags.

Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/ frayed, if any of the buckles are bent/cracked, if the car has been in a severe impact, or at the direction of the TECHNICAL MANAGER. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to replace the belt.

The shoulder belts harness shall be the over-the-shoulder type. Only separate shoulder straps are permitted. “Y-type” and “H-Type” configurations are not allowed. Sternum straps connecting the two shoulders belts over the chest are not allowed. The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve inches (12”). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of no more than 20-degrees with the horizontal and shall not be above 0-degrees. The shoulder straps shall pass through the seat back when the occupant is seated, without interference (up, down, or side to side), to the attachment points. (Figure 1).

The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 80-degrees, below the horizontal with the optimum angle of 60-degrees (Figure 1). The lap belts shall pass through the seat, without interference, from the attachment points and should ride over the pelvis, just below the pelvic crest, to the buckle. The top of the buckle should be positioned at least 1-inch below the belly button. The lap belt attachment must allow the lap belt to pivot at the mounting point to prevent the webbing from being loaded at an edge when loaded and must pull on the hardware in plane.

The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

The single or double anti-submarine strap(s) shall be attached to the floor structure of the car and have a metal-to-metal connection. Bolts through the floor pan must use a backing plate on the underside of the body. If the chassis does not have a steel floor pan, other provisions must be made to provide a steel plate or bar traversing the frame rails and transmission tunnel of sufficient strength to take a minimum load of at least 1,200lbs for each mounting point.

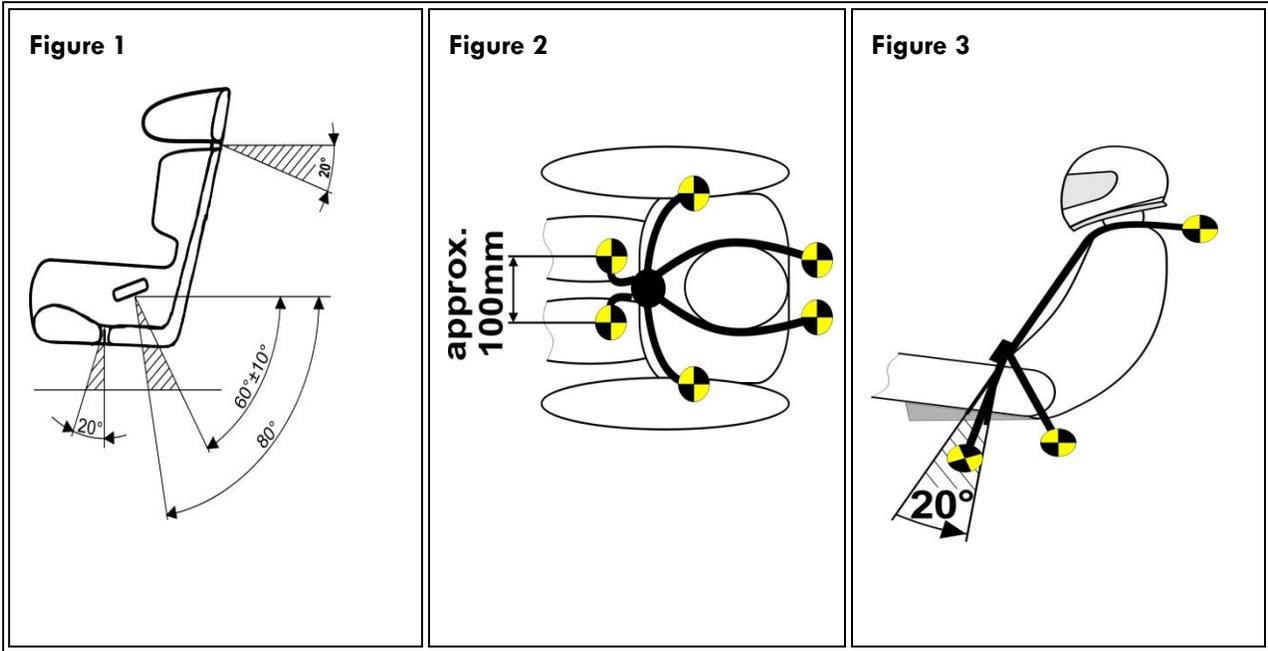
All seat belt systems are to be mounted according to the manufacturer’s instructions or to the *SFI Guide to Seat Belt Mounting* (Figure 2)

If “3-bar” adjusters are used for a lap or shoulder belt, they shall be placed as close to the mounting points as possible and must be wrapped with the final loop (Figure 4). Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter

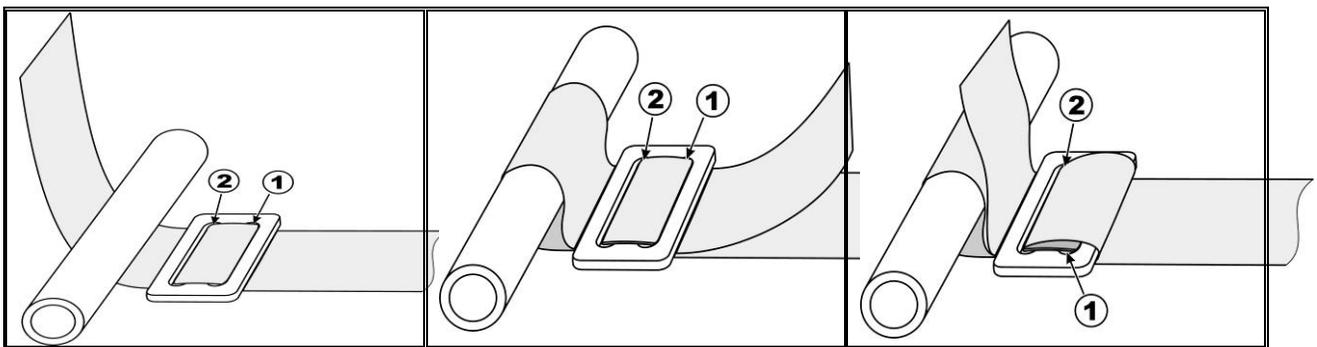
FORMULA DRIFT Championship 2013 PRO Technical Regulations

pin, or safety wire, through the small hole that prevents the clip from opening.

Occupants of open cockpit cars must use arm restraints.



The figure below is the preferred method for harness attachment to harness bar.



8.10. WINDOWS and WINDOW RESTRAINTS

Door, quarter and rear window glass must be OEM or clear Lexan with a 3mm minimum thickness and securely bolted in place. All cars shall have a window net, the clear O.E.M. glass,

FORMULA DRIFT Championship

2013 PRO Technical Regulations

or a piece of clear Lexan or other polycarbonate material, in place of both front window openings whenever the car is on-track.

8.11. ARM RESTRAINTS

Occupants may choose to use arm restraints in lieu of the required window or window net.

Occupants of open cockpit cars must use arm restraints

8.12. HEAD AND NECK RESTRAINTS

Head and neck restraints certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are recommended.

8.13. FIRE SUPPRESSION SYSTEM

All cars must have an on-board fire extinguishing system.

The bottle must be mounted so that it can be removed easily for verification of full charge by weighing.

A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment.

If the fuel cell compartment is under the car, or the stock fuel tank is being used, the third nozzle shall be pointed at the point where the fuel lines come into the cockpit. If no fuel lines enter the cockpit, the nozzle shall point at where the fuel/sender lines come off fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified every two years. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.

APPROVED FIRE EXTINGUISHER SYSTEMS

Those approved by the FIA on Technical List No.16

Those systems having been certified to SFI spec 17.1

Note: while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the cockpit and engine of Category N, A, B cars.

All systems must be equipped with a means of checking the pressure of the contents. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

Capacity

Type of extinguishant

Weight or volume of the extinguishant

FORMULA DRIFT Championship

2013 PRO Technical Regulations

Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.

FIRE SYSTEM MOUNTING

All extinguishers must be adequately protected and must be situated within the driver's compartment.

In all cases, their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

TRIGGERING DEVICES

Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.

This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.

If the fire system activation switch used by the driver is located within 12" of one of the front door window openings a second fire system activation switch is not necessary.

Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

NOZZLES

The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

SAFETY PINS

The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

9. TIRES

9.1. TIRE ELIGIBILITY

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

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

17 inch tires must have and MSRP of no more than \$500.00

18 inch tires must have and MSRP of no more than \$750.00

FORMULA DRIFT Championship

2013 PRO Technical Regulations

19 inch tires must have and MSRP of no more than \$1,000.00

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

9.2. APPROVED TIRES

Only those tires listed herein are eligible for competition.

Manufacturer	Model	Source
Achilles	ATR Sport, Sport II	American Pacific Industries, Inc 800-944-8414
Achilles	123S	
Falken	Azenis RT-615	discounttire.com
Falken	Azenis RT-615K	
Falken	Azenis ST-115	
Falken	FK-451	
Falken	FK-452	
Falken	Ziex ZE-512	
Falken	Ziex ZE-912	
Hankook	Ventus V12 EVO K110	
Hankook	Ventus R-S3 (Z222)	
Hankook	Ventus V2 Concept	
Kenda	Kaiser KR20	Boulevard Tire Company 201-864-3370
Maxxis	MA-Z1 Drift	Citytireonline.com
Nexen	N3000	Allen Tire Company 888-330-2134
Nexen	N6000	
Nexen	N9000	
Nitto	NT05	discounttire.com
Nitto	NT555	discounttire.com
Yokohoma	Advan Neova AD08	tirerack.com
Yokohoma	S. Drive	Citytireonline.com

FORMULA DRIFT Championship

2013 PRO Technical Regulations

9.3. TIRE SIZE REGULATIONS

Cars are limited to the size of the rear tire that can be used, depending on the weight of the vehicle.

A car must be track-ready and running when it is weighed and registered to a weight class. A car will be weighed WITH the driver

Once the car is registered to a weight class, it will be recorded, and issued a class specific sticker that must be displayed prominently on the windshield. A car's weight may fluctuate within the limits of its weight class, but it can never weigh less than the minimum weight for its registered class.

Tire sizes are AS MEASURED in mm with the official Formula Drift tire tool, across the span of the contact patch. The Formula Drift tire tool will determine class compliance regardless of the advertised sidewall size. Tires will be measured on the rim, while on the car, while the car is on the ground.

Tire size must not exceed the maximum size dictated by class at any time on track.

Tire size will be measured and verified on track before the start of every tandem round and qualifying. A FORMULA DRIFT official may also check tire size at any time during the event.

Weight and Tire Classes-

2100-2399lbs up to 240mm

2400-2699lbs up to 250mm

2700-2799lbs up to 260mm

2800-2899lbs up to 270mm

2900-2999lbs up to 280mm

3000-3099lbs up to 290mm

3100-3199lbs up to 300mm

3200-3299lbs up to 310mm

9.4. TIRE TO WEIGHT COMPLIANCE

All cars must be weighed in a ready to drive state. All vehicles must weight within the designated weight classes. No vehicles under 2100lbs or over 3299lbs. FORMULA DRIFT will include this weighing at a mandatory pre-event inspection before the first event.

Cars will be weighed WITH driver, complete with all required bodywork and safety equipment installed.

Drivers must be fully suited with helmets during the weigh- in process. Cars may only be weighed and registered upon passing their annual safety and technical inspection.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

A car can only be weighed and registered before the official start of a FORMULA DRIFT event. Cars may be weighed before any event and only during the regular technical inspection hours provided.

The vehicle may not change weight classes at any time during an event. It is required of each competitor to inform the TECHNICAL MANAGER in writing of any modification(s) to their vehicle that alters the weight of the vehicle by more than 10 lbs.

FORMULA DRIFT will be impounding all podium finishers immediately after end of competition and they will be checked for weight and tire size compliance.

There will also be random compliance checks at any time during the FORMULA DRIFT events at FORMULA DRIFT's discretion.

FORMULA DRIFT reserves the right to weigh cars at any time before, during or after an event.

9.5. TIRE MEASURING PROCEDURE

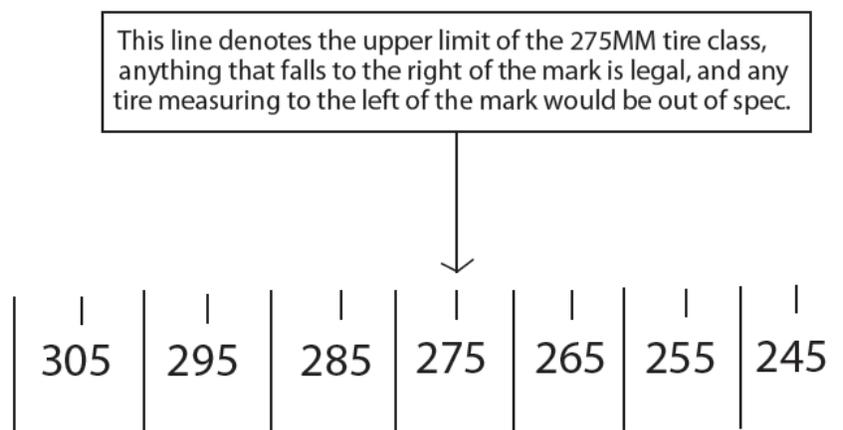
Rear tires will be measured while on the vehicle, on the ground, in a ready-to-drive state.

Tires will be measured across the width of the tread 3 inches up from where the tread meets the ground, from the rear of the car.

The measuring device is a flat sliding ruler with 2 legs extending out from the flat at 45 degrees. With the legs contacting the sidewall, and the flat contacting the tread, the measure "A" is the width of the tire, measured across the tips of the legs.

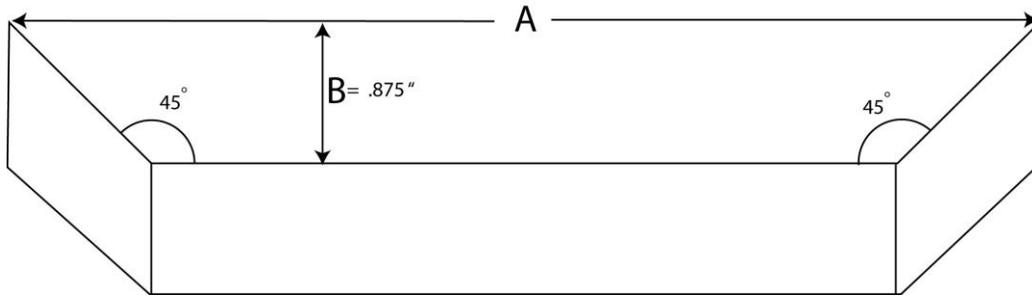
For a tire to be compliant for a certain weight class it must fall within the designated size range within the measuring device.

The official measuring tool will be available from FORMULA DRIFT directly for purchase.



FORMULA DRIFT Championship

2013 PRO Technical Regulations



9.6. TIRE MODIFICATION

Any attempt to modify tires in any manner is prohibited. "Grooving" or "Shaving" of tires is prohibited.

The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.

Tire warmers or any other means of artificially altering the tire temperatures are prohibited.

Tire balancing with fluids or internal loose weights is prohibited.

9.7. TIRE CLAIMING

A competitor has the right to "Claim" another competitor's tires if they believe the tires are not within legal specification. There are two types of claims:

1. NON COMPLIANT TREAD COMPOUND

Used in the event that a competitor's tire compound is non-consistent with a specific make and model tire as it is commercially available.

Procedure:

A single tire will be identified by the Protestor, which will be removed and sent out for independent analysis.

Claiming Fee (Bond) to be paid to FORMULA DRIFT by protestor: \$3,500. (may change due to lab fees)

2. TIRE COMPOUND TAMPERING

Used in the event that a competitor's tire has been tampered with, chemically treated, or altered in some way so that it varies from a specific make and model tire as it is commercially available.

Procedure:

Two tires must be claimed; the tire believed to have been altered, as well as an identical make and model tire that has been used at the same specific, event, but which has not been altered.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

Claiming Fee (Bond) to be paid to FORMULA DRIFT by protestor: \$3,500. (may change due to lab fees)

To make a claim, the Team Representative from the protestor must confidentially notify the TECHNICAL MANAGER of the claim via written notification accompanied by the claiming fee. Protest rules and time periods apply.

The TECHNICAL MANAGER will notify the team in question (protested) and mark the tires to be claimed.

The protested team will remove the marked tires and turn over custody to the TECHNICAL MANAGER. The TECHNICAL MANAGER will ship the marked tires to Smithers Scientific Services for analysis.

If any of the tires are found to be non-compliant, the claiming fee will be returned to the protestor. The TECHNICAL MANAGER will report to the RACE MANAGER the technical infraction and the DISCIPLINARY COMMITTEE will take appropriate action with the possible fines, loss of points, or suspension of driver's FORMULA DRIFT Pro License. The protested tire manufacturer, crew chief and/or car owner may be subject to similar disciplinary actions. Any non-compliant tires become property of FORMULA DRIFT.

If the tires are found to be compliant, the claiming fee will be forfeited to FORMULA DRIFT and the claimed tires will be returned to the protested team.

9.8. REQUESTING TIRE ELIGIBILITY

To request a tire for competition and validate eligibility:

Tire manufacturers are required to declare each tire model that they wish to enter FORMULA DRIFT events, and have that tire approved by FORMULA DRIFT prior to entering it for competition. A separate declaration package is required for each tire model. This declaration must include:

TIRE MODEL

Full description of the tire line (i.e. Cooper Zeon 2XS, or Cooper Zeon ZPT vs. Cooper Zeon), model numbers, part numbers, and rim diameters that you wish to enter.

TIRE SPECIFICATION DATA SHEET

Including sizes, Service Description, DOT, UTQG, Width, and Diameter.

Providing pictures, tread footprints, engineering drawings, etc. is also encouraged.

PROOF OF RETAIL DISTRIBUTION

List at least two verifiable sources for retail distribution, including contact names, address and phone numbers. These will be verified, and must be kept up to date.

MARKETING MATERIAL

Current examples of some type of commercial marketing, promotions, or sales material: PDFs, brochures, flyers, advertisements, press releases, websites, etc.

FORMULA DRIFT Championship

2013 PRO Technical Regulations

RETAIL SAMPLE

FORMULA DRIFT must have in its possession, a sample of each tire that is eligible. These samples will be sourced from a random retail distribution chain, not from the manufacturer.

PRODUCTION VOLUME DATA*

Documented proof of annual production volume. This may be via production reports, distribution data, company annual reports, sales data, or other. Also provide the date of the first production.

* This data will be kept strictly confidential between the providing manufacturer and FORMULA DRIFT Holdings, LLC. Non-Disclosure Agreements will be executed if necessary.

Tire eligibility requests must be made at least 60 days prior to the expected competition date.

