



Drift

1 SERIES ADMINISTRATION

1.1 ADMINISTRATIVE CONTROL

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

1.2 OFFICIAL MEETINGS

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

1.3 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a FORMULA DRIFT EVENT, and any person who receives a FORMULA DRIFT license, warrants that:

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

1.4 OPERATING AUTHORITY

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

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:

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

2 LICENSING

2.1 FORMULA DRIFT MEMBERSHIP AND PARTICIPANT LICENSE

All drivers and crewmembers working in the pits, or other designated high-risk area, must be 18-years, or older, be a current FORMULA DRIFT member, and hold a current Participant I.D. License. Participants 16-18 years old may be admitted upon issuance of a Minor Participant I.D. and License. Privileges may be revoked at any time for non-compliance with this rulebook.

2.2 FORMULA DRIFT COMPETITION LICENSE

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

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

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

FORMULA DRIFT Pro-Am Series competitions will be judged by officials selected through operating agencies approved by FORMULA DRIFT. Courses will be set up to replicate the speed and dynamics of a typical course in a FORMULA DRIFT Pro Championship event.

2.2.2 Option 2: Licensing Appeal

A Driver that believes that he/she is qualified to compete in the FORMULA DRIFT Pro Championship on a competitive level may submit a profile and resume to FORMULA DRIFT for review. After a reasonable review period, 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 Licensing Appeal, FORMULA DRIFT will grant a provisional license. Contact the FORMULA DRIFT REGISTRAR for the appropriate forms and procedures.

3 CODE OF CONDUCT

3.1 DRIVER / TEAM APPEARANCE

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

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

3.2 CONDUCT & DEMEANOR (CODE OF CONDUCT)

3.2.1 Paddock and On-Track Conduct

A driver, crew member or other "hard carded" participant acting in such a way that is considered by a FORMULA DRIFT Official as endangering others will be fined a minimum of \$500 dollars and up to \$10,000 dollars and may be disqualified from participating in any or all FORMULA DRIFT events. All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. FORMULA DRIFT reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

3.2.2 Demeanor towards Officials, Staff and/or Judges

Every FORMULA DRIFT competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the official judges will be subject to the same penalties as listed above.

3.2.3 Application of Code of Conduct

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

The Driver is responsible for his representatives, team, crew, 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.
- 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, CHIEF STEWARD, 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 a series, its officials or sponsors.
- 3.3.1.9 Unsportsmanlike conduct.
- 3.3.1.10 Physical contact with intention to harm any participant, or official, or the threat of same.
- 3.3.1.11 Inappropriate, objectionable, threatening, or profane language, and/or gestures.
- 3.3.1.12 Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL MANAGER, or the CHIEF STEWARD.
- 3.3.1.13 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 CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at his discretion.

3.3.2.2 The penalties which may be assessed are:

Reprimand

- The CHIEF STEWARD, or other authority 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:

Fine and/or loss of prize money;

- A fine up to \$10,000 may be imposed by the President of FORMULA DRIFT against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients, or partners.
- The CHIEF STEWARD may impose a fine up to \$5,000.
- A driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of 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 competition license(s) to the CHIEF STEWARD.
- All fines, and forfeited protest fees, shall be remitted to DriftPac Pte Ltd, 12 East Coast Rd, Singapore 428723
- In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed.
- Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

Probation of FORMULA DRIFT competition privileges

- The terms of probation shall be in writing and signed by the CHIEF STEWARD. 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 CHIEF STEWARD shall send a copy of the termination of probation. Probation will be recorded in the driver's file.

Suspension of FORMULA DRIFT competition privileges

- The CHIEF STEWARD may impose suspension of competition privileges for a maximum of twelve (12) months. Delay in surrendering in a license 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 Pro competition license(s) to the CHIEF STEWARD, as directed.

Loss of points

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

Expulsion

- The Managing Director of DriftPac Pte Ltd may only impose expulsion from FORMULA DRIFT ASIA.

Application

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

3.3.2.3 Range Of Penalties

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

3.3.2.4 Amendment of placing awards

In those cases where a penalty of disqualification is imposed, the CHIEF STEWARD 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.

3.3.2.5 Publication of Penalty

FORMULA DRIFT shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against FORMULA DRIFT, or against any person publishing such notice.

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 conduct, which is inappropriate, offensive, abrasive, or in bad taste. FORMULA DRIFT has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3.4.2 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 CONDITIONAL ACCEPTANCE of ENTRY

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

3.5 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

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

FORMULA DRIFT reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by FORMULA DRIFT, including, but not limited to, breath, blood, or urine. The CHIEF STEWARD or his designee may perform such tests. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

4 GENERAL SERIES REGULATIONS

4.1 OFFICIALS

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

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

They shall be termed “officials” and may have assistants, also termed “officials,” to whom any of their duties may be delegated. They will be available in their roles from before the on-track scheduled sessions until after all events and resulting official actions are complete, except as excused by the CHIEF STEWARD. In addition no OFFICIAL may compete in any event at which he is officiating.

4.1.1 Conduct

Every OFFICIAL shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by FORMULA DRIFT. OFFICIALS whose actions are deemed by FORMULA DRIFT to be against the best interests of FORMULA DRIFT shall not be permitted to participate in FORMULA DRIFT events

4.1.2 CHIEF STEWARD

The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competition and operations at an event for which he has been assigned including conduct of participants and OFFICIALS, safety issues, course design, technical regulations, judging, application of the FORMULA DRIFT Rules and Regulations, and compliance to external agency rules and regulations. He/She shall ensure that all provisions of these rules, and where sanctioned, the FIA Code or other sanctioning body code, are conformed to. All OFFICIALS report to the CHIEF STEWARD

4.1.3 JUDGE

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. timed practice sessions, etc.).

Judges or other entities as assigned by FORMULA DRIFT will maintain records of official times, qualifying records, 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 CHIEF STEWARD has declared the results “official”) for all qualification periods and races.

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 automobile to ascertain its conformance with the Rules at any time.

The TECHNICAL MANAGER shall make a report to the CHIEF STEWARD of any automobile that does not conform to the requirements of the Rules and specifications of the Series. In the event of an infraction, it is the duty of the CHIEF STEWARD to take appropriate action as provided for in these regulations.

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

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

4.1.5 REGISTRAR

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

4.1.6 STARTER

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

start, until the competition is completed and all competing automobiles have left the course.

4.2 SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Appendix D. 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, crewmembers, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

4.4 TEAM REPRESENTATIVE

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

4.5 MEETING ATTENDANCE

FORMULA DRIFT OFFICIALS will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or by other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of *one hundred fifty* dollars (\$150.00 SGD.) 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

- 4.6.1 All personnel working in an area that is designated as “hot” must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race. The only exception is that crewmembers are allowed to wear shorts in the “Pre-Grid” area. Crew members working in a hot area, must be uniformly attired (matching pants and matching shirts) at all times.
- 4.6.2 Only personnel with valid FORMULA DRIFT Participant Pass will be allowed access to the restricted areas as defined. FORMULA DRIFT Participant Passes must be available and visible at all times.
- 4.6.3 Smoking is not allowed at any time in the specified “hot” areas. Pets are prohibited in “hot” areas at all times.
- 4.6.4 No personnel may enter a “hot” course without approval from the CHIEF STEWARD.
- 4.6.5 The CHIEF STEWARD or his/her delegate is the supreme authority in enforcing pit lane, paddock, course or other operational rules or procedures.
- 4.6.6 Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the automobile on the pre grid may get a “push start”, provided the automobile is in position on the grid prior to the start of the session. Push starts on the pre grid shall be under the supervision of a FORMULA DRIFT official to ensure that they are done in a safe manner. Push starts prior to the start and during the race are permitted only if approved by the CHIEF STEWARD. NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and power supply which must be in working order at all times.
- 4.6.7 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.
- 4.6.8 The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on track. This does not preclude assistance by race officials for safety reasons.
- 4.6.9 The CHIEF STEWARD may order any car removed from the course if, in his/her judgment, it constitutes a hazard to other competitors for any other reason.
- 4.6.10 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 CHIEF STEWARD, 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 www.formulad.com. The FORMULA DRIFT 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.

4.8.1 GREEN

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

4.8.2 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.*

4.8.3 RED

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

4.9 RADIOS

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

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

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 CHIEF STEWARD. Supplemental documentation (Insurance Waivers, etc) may be required to be completed at the discretion of the CHIEF STEWARD. Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed toed shoes.

4.11 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.

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5 PROTESTS

5.1 INFORMAL INQUIRY

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

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

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5.2 LODGING A PROTEST

- 5.2.1 Every protest shall be made in writing specifying which part of the FORMULA DRIFT Rules & Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$50 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 CHIEF STEWARD.
- 5.2.2 All protests shall be made to the CHIEF STEWARD only.
- 5.2.3 A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility shall be made no later than 4 hours before the start of the qualifying round.
- 5.2.4 A protest against a mistake or irregularity occurring during competition shall be made within 30 minutes of the action in question.
- 5.2.5 A protest against the results of the competition shall be made within 30 minutes of the end of that session.
- 5.2.6 A protest against any other action of an official shall be made within 30 minutes of the action.
- 5.2.7 Judges scores and decisions are not protestable.
- 5.2.8 Notification of a protest does not guarantee that the CHIEF STEWARD will hear the argument within that time limit. The needs of the operation may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

5.3 HEARING PROTESTS

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

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

6 TECHNICAL INSPECTION

6.1 ELIGIBILITY INSPECTIONS

6.1.1 ANNUAL INSPECTIONS

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

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

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

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

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

6.1.2 Event Inspections

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

6.1.3 MAINTENANCE OF ELIGIBILITY

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

6.2 MODIFICATIONS

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

6.3 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.

6.4 TEAM REPRESENTATIVE

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

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APPENDIX E - COMPETITION FORMAT – FORMULA DRIFT PRO CHAMPIONSHIP

E.1 GENERAL

Drifting is a driving technique in which the driver takes the line that is decided upon by the judges of the event. Generally this line is one that provides the highest speed and angle the car is capable of handling.

The Formula Drift Pro Championship consists of a scheduled number of two-day meets or Championship “Rounds” in which drivers compete in a single elimination bracket. Drivers individually compete “head-to-head” against other competitors in single elimination runs on an open course layout. Competitors progress through a “competition bracket” and are awarded points towards a season championship.

Head to head “Runs” are judged and scored based on a number of pre determined criteria with the higher scoring entry moves on to the next level of the bracket. Points are awarded based on finishing order and cumulative season points will determine the championship order.

The criteria for judging are as follows:

A) SPEED:

Speed is the only non-subjective criteria. Speed is used by monitoring a drivers speed at a specific part of the course. Each course will have a minimum of one, but possibly two speed areas. Speed will be captured at those areas and given a designated points scale based on the average speed generated through the weekend from the driver pool. This system helps those drivers that may gain an advantage in points by drag racing to a certain speed zone. This system allows for the speed points to be generated by the driver who maintains the most consistent speed around the track.

B) ANGLE:

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

C) LINE:

The drift line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points, outer clipping points, and transition zones. Inner Clipping Point are reference points on the course where the vehicles front bumper should come as close as possible to the reference point. Outer Clipping Points are reference points are scored by determining how close the corner of the vehicle’s rear bumper comes to the point. Transition Zones are areas on track where the direction of the line changes and vehicles must change the

direction of their drift. Scoring will be based on the execution of the transition. The drift line will be given during the drivers' meeting.

D) STYLE:

Style is probably the most subjective part of the drifters runs. Style is just what is sounds like: The drivers overall ability to take the specific judging criteria and display it is the most personal way each driver can. That is the essence of style.

E.2 QUALIFYING

All competitors will be required to "qualify" in order to make the competition.

A) Qualifying Scoring

In qualifying, each judge will receive one criteria to judge and also give up to 10 points each for Style/Impact. The maximum points for Line is 25. The maximum points for Angle is 25. The maximum points for Speed is 20. Up to 30 Points are awarded for Impact/Style

B) Spinouts:

Anytime a driver spins out or experiences major under-steer during a run, a 0 score will be awarded.

C) Off Course

Unless otherwise specified during the judging meetings, if at any time 3 tires or more are off course during a run, the driver will be given a score of "0".

D) Clipping Zones

Cones or other similar marking will mark all clipping points, either inner or outer. Anytime an "Inner Clipping Cone" is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0, depending on the severity of the hit. Hitting an "Outer Clipping Cone" with anything other than the driver's rear bumper will be counted as 3 tires off course and will be scored a 0. (ie. hitting the cone with the rear tire, door, etc.)

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 course of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain good line, speed, and angle. If the hit occurs at any other point on track other than the marked "Outer Clipping Zones" points 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.

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.

E.3 TANDEM ELIMINATION ROUNDS

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

The critical success factor is for the lead car to be able to run the course without error while being pressured by the following car. The following car is to try and “out drive” the lead car. Driver consistency during a tandem battles is critical.

A) Lead Car

The lead car must be able to clear the course without making any errors due to distraction or pressure by the following car trailing close behind.

B) Chase Car

In general the chase car needs to treat the lead car as a moving clipping points. The following car needs to run the same basic line as the lead car.. Taking a lower line than the lead car will result in a loss of advantage. If the lead car is off line, then the following car will gain advantage points by staying on the correct line. The following car should keep as close to the lead car as possible to gain the advantage.

C) Passing

Passing is not encouraged during tandem battles. Passing is only allowed if the lead car fumbles, is well off line, or loses drift or is clearly cited by a judge in an official drivers meeting. Passing must be executed in a safe and professional manner. A safe pass is one that is done in such a way that the car being passed does not lose any speed after the pass is complete. Passing must be done while in drift, without interrupting the line of the car being passed and in the proper line. If a pass results in contact, the passing car may be penalized.

E.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 must be required at all times to run the line given by the judges and also maintain adequate speed through out the course. If the lead car measures untypical speed, this may result in a score against that driver. Untypical speed 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 fault.

B) CHASE CAR:

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 as per above. 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 "5 Minute Rule." 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 preempt teams ability to call 5 Minutes for other purposes). In the spirit of time and the show, the CHIEF STEWARD also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The CHIEF STEWARD 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.

E.5 PACE ZONE

A pace cone, or comparable marker, may be placed on the starting straightaway to keep the Tandem Battles fair and close together. The use of a Pace Zone will be specified during the driver’s meetings.

E.6 TANDEM SCORING

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

- Driver “A” wins
- Driver “B” wins
- “Tie”

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 Scoring:

Scenario	Scoring		Winner
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

Scenario	Scoring		Winner
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Tie	

Scenario	Scoring	Winner
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3	Judge 1	Driver A	One More Time
	Judge 2	Tie	
	Judge 3	Tie	

Scenario	Scoring		Winner
4	Judge 1	Driver A	One More Time
	Judge 2	Driver B	
	Judge 3	Tie	

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 may be used to communicate whether a driver properly scores the clipping point.

E.6 SPOTTERS

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, certain a team may assign an existing spotter to fulfill the spotter duty. Not having an assigned spotter may negate rulings specific to certain aspects of the rule book, i.e.: Contact Rules, 5 Minute Rule, etc

E.7 5-MINUTE TIME OUT

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

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

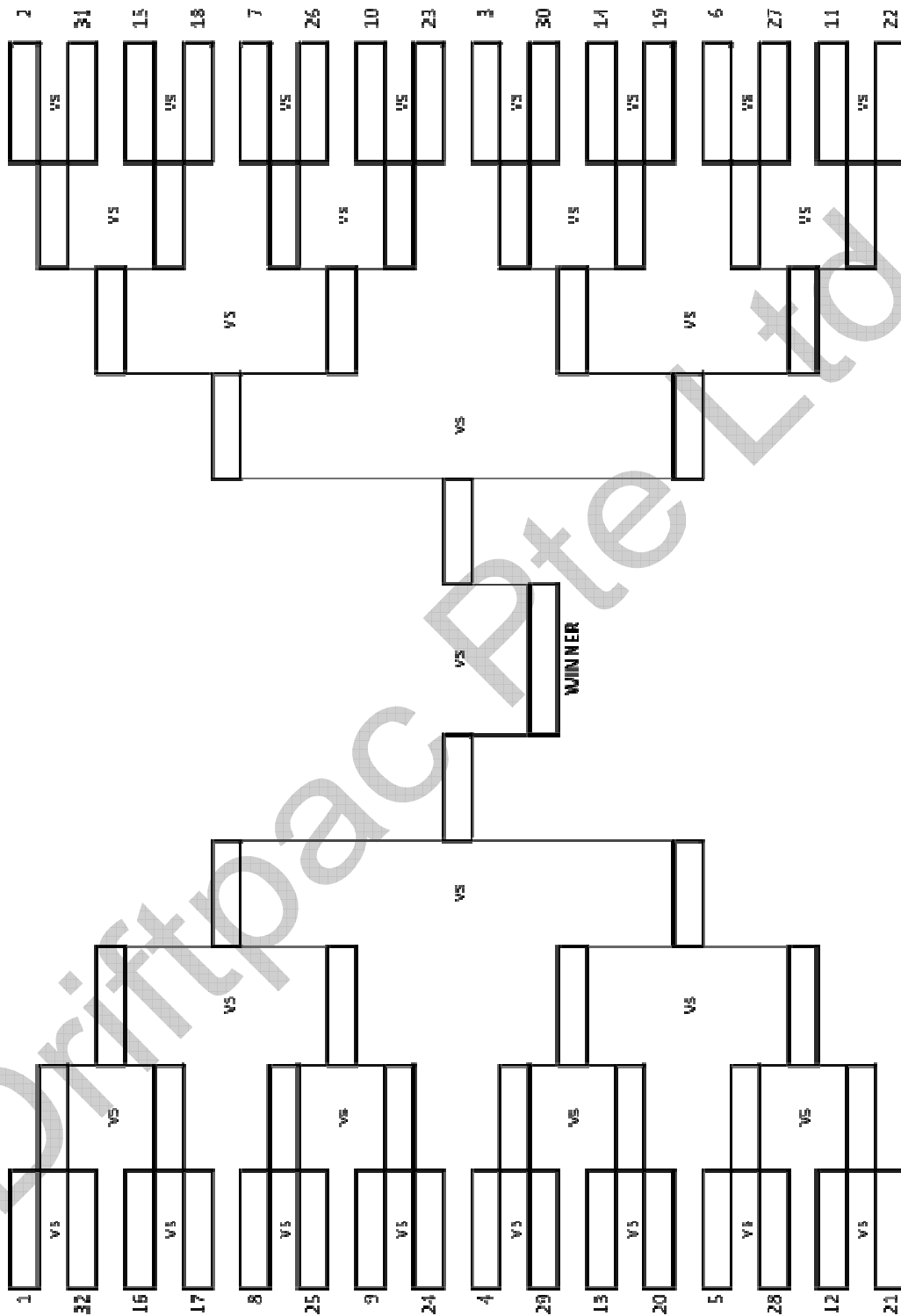
E.8 TOP 32 FORMAT

32 drivers will compete in single elimination head-to-head battles and win their 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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2009 Formula Drift Head-to-Head Bracket



Points Awards

Head to Head	
Winner	100
2 nd	88
3 rd	78
4 th	69
Top 8	61
Top 16	54
Top 32	48

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

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