



2008 PRO/AM Drift Rulebook

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1.0 GENERAL INFORMATION:

1.1 Qualified Drivers:

A qualified driver is defined as, but not limited to, a driver that places no higher than the top 20 in the Formula Drift Professional Series.

In addition to the aforementioned, a qualified driver consists of any driver that successfully meets the requirements set forth to participate in a sanctioned PRO/AM Drift Championship Series event. Such requirements are made available on the PRO/AM website. Once such requirements have been met, drivers can participate in their respective division, either East or West (divided by the Mississippi River). Drivers at each event leading up to the Championship Event are eligible for a chance to be awarded an invitation to compete at the PRO/AM Drift Championship Event held on October 4-5, 2008 during GTLive at VIRginia International Raceway, in Alton, VA. At the Championship Event, drivers will compete against one another to determine the best amateur drivers in North America. In addition to declaring a National Amateur Champion, the top drivers are eligible to compete against 2008 non-point scoring Formula Drift Professional drivers for a chance at 2009 Formula Drift Professional Series licenses.

Drivers with professional motorsport experience and backgrounds in other drifting series and/or motorsports are eligible to bypass the PRO/AM Drift Championship Series in order to receive a Formula Drift Professional License by applying for a bond. For more information on the bond process, please visit the Formula Drift website (www.formulad.com).

1.2 Registration:

Registration will be made available to all qualified drivers at least one month in advance of the PRO/AM Drift Championship Event. Once drivers have registered, final details and updates will be made directly to the driver. Upon arriving to the PRO/AM Drift Championship Event, it is the driver's responsibility to promptly check-in at the venue and register with the PRO/AM staff. This is done to alert the PRO/AM of the driver's attendance, fill out any additional forms, distribute driver packets, and receive any last minute event updates.

1.3 Waivers:

All course workers, drivers, passengers, media, and any other individuals granted access on track or in any other area with a risk of injury must sign all necessary waivers (i.e. insurance, track, etc...). No one under 18 years of age (16 years of age, with parental consent) is allowed to be on the track. The staging lane (grid) is considered part of the track. A minor release form must be filled out and be on file for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

1.4 Paddock:

The speed limit is ten (10) MPH on the grounds and five (5) MPH in the paddock for any vehicle other than emergency vehicles. Failure to comply will result in dismissal from the event with no refund.

2.0 VEHICLE REQUIREMENTS:

All competition vehicles must be rear wheel drive (RWD) or all wheel drive (AWD) and have a complete unibody chassis. Modifications to the suspension and engine are open, as long as they do not interfere with the aforementioned chassis rule. Tires must be DOT approved, no R compound tires are allowed.

2.1 Technical Inspection:

For the purposes of maximizing competitor safety, every car should pass a technical inspection. A full and complete safety inspection should be performed on each car in order to access the track. The requirements are listed on the Technical Inspection Form and the technical inspectors should ensure that the vehicle meets or exceeds the minimum requirements. Technical inspections will generally take only a few minutes for each vehicle.

2.2 General Vehicle Requirements (practice and qualifying sessions):

(tandem eliminations consist of additional requirements listed in *Section 5.1*)

- Wheels and tires must be in good condition
- All lug nuts and wheel studs present and in good condition
- No hubcaps, beauty rings, spinners, etc...
- Adequate brake pedal pressure and brake fluid
- Brake, fuel, and coolant lines must be in good condition
- Brake lights must work properly
- Snug front and rear wheel bearings
- No loose or sloppy steering or excessive play
- Legal roll bars in all open top vehicles (reference *Section 5.1*)
- Factory seat belts or approved aftermarket harnesses in proper condition
- Battery must be securely fastened and fully enclosed if inside cabin
- No fluid leaks (oil, fuel, coolant, etc...)
- Radiator overflow tank
- Gas cap secured
- No exposed wires (use gussets)
- Seats must be securely fastened to the vehicle
- No loose objects in the cabin

3.0 DRIVER REQUIREMENTS:

Only registered drivers are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event, and from all PRO/AM Drift Championship Series events and participating organizations events; along with that person's guests and/or crewmembers.

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or guests will be directly chargeable to the driver.

Drivers must abide to, but not limited to the following upon entering and while on the course each time:

- ❑ Drivers must obey all track officials at all times
- ❑ All occupants must keep hands and arms inside the vehicle at all times.
- ❑ All safety features such as helmets, driver restraints, etc... must be fastened/secured prior to entering the staging lane and remain fastened.
- ❑ Drivers must stay in their car in the event of an accident/emergency unless they are in danger of being harmed by remaining in the vehicle. In the event of a fire, drivers should come to a safe and controlled stop, engage fire system (if equipped) and exit vehicle as quickly as possible. The event staff will do their best to extinguish the fire. Since a good fire system or extinguisher is the owner's responsibility, event staff will not be held liable for any damages. Drivers should use common sense when choosing a place to stop cars, since the track management may hold drivers responsible for any damage done to the surrounding areas such as hillside and brush. Note: More injuries occur due to accidents while attempting to stop and/or exit a burning vehicle, than are caused by the fire itself. It is important that the driver remains calm and uses good judgment.

4.0 EVENT FORMAT:

4.1 Driver's Meeting:

Driver meetings are mandatory for all drivers; failure to appear at a driver's meeting will result in loss of participation with no refund. If a driver is unable to attend, and cannot send a representative, he/she must notify a PRO/AM official before the start of the meeting. Some latitude will be given in hardship cases. The tentative time for meetings will be made available prior to the event day, and may change the day of the event with adequate notice made.

4.2 Practice Session:

The amount of time allocated for the practice session will vary depending on the number of drivers, weather, accidents, etc... However, the practice session will still provide drivers sufficient time to learn the course for the following qualifying session.

4.3 Qualifying Session:

The qualifying session will consist of three judged runs on the course per driver. To calculate the final qualifying scores for each driver, only the highest scored run will be retained. The top 16 driver scores will then be used to determine who will proceed to the tandem eliminations. If a driver does not meet the requirements to participate in the tandem eliminations, their spot will be forfeited in the first round of the tandem eliminations.

For example, the tandem eliminations consist of the top sixteen (16) drivers based on the qualifying session. If one (1) or more of those drivers are unable to continue (due to improper equipment as required for tandem (ref. section 7.8 Required Safety Equipment [Tandem Runs]), disqualification, damaged car, etc...), they will forfeit the rest of the event. The opposing driver scheduled to compete in that drivers bracket pairing will be awarded the win. Should two (2) drivers scheduled to compete against each other both be unable to compete in the same bracket pairing, both drivers will forfeit the round. The driver scheduled to compete in the next round will be awarded the win. The seventeenth (17) place driver or higher will not serve as an alternate for any of the top sixteen (16) drivers.

4.4 Tandem Eliminations (Top 16):

The tandem eliminations will consist of runs by the top 16 drivers provided they meet all requirements regarding safety. The drivers will be seeded according to their qualifying scores and then matched up using a bracket design. Tandem runs will consist of two runs per match up. For example, Driver A will lead for one run while Driver B will follow and then once they return to grid, they will switch positions. The higher seeded driver will have the option to choose whether they will lead or follow first.

Drivers have the option to change tires in between tandem rounds provided they could do so in a timely manner, and do so without hindering the schedule of the competition. In the event that a car breaks down or has a mechanical failure, the driver will be allotted 10 minutes to assess and correct the issue. If they are unable to remedy the situation in the allotted time, they forfeit their run and the opposing

driver advances with a win, unless the reason for the untimely return was due to an event not related to the drivers own doing (i.e. accident on track).

4.5 Judging:

A 3-member panel will perform the judging at each event. The criteria each driver will be judged on will consist of the following several factors:

- Speed. Entry speed into the turns, not only refers to actual speed, but also refers to the speed that the individual car is capable of and the driver's ability to enter the corner at full throttle and power through the clipping point at full throttle. The "powering through the clipping point" will show the judges that the driver has set up his angle, speed, and drift properly in anticipation of the clipping point and that he/she does not have to correct their position at the last minute by lifting off the throttle. This will also be essential during transitions. The driver should not need to lift the throttle in order to force the car to switch over. Overall speed refers to the speed carried throughout the course.
- Angle is the difference in position between the front of the car and the rear tires. The further the rear is hanging out, the higher the drift angle, and the more points awarded.
- Clipping points (inside and outside) will be used to define car placement on the track. Care will be taken to mark these points and ensure proper placement at the discretion of the judges.

Extra points can be awarded to drivers at the discretion of the judges and may include, but not limited to close proximity to barriers (if said barriers are used as markers for outside clipping points), amount of tire smoke, tire smoke that causes a change in the following driver's line, and if minor contact is made with an object and the drift is still maintained (i.e. bumper gently tagging a barrier).

5.0 REQUIRED SAFETY EQUIPMENT:

All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired to the satisfaction of the technical inspectors. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility.

5.1 Tandem Eliminations:

All drivers competing in the tandem eliminations are required to have the following equipment (in addition to any aforementioned).

5.1.1 Driving Suit, etc...:

A driver is required to wear a suit that covers his or her entire body except for their hands, feet, and head. All driving suits must be one piece and carry an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 8856-2000. Drivers must wear gloves made from a fire resistant material or leather that fully covers the driver's hands and leaves no exposed skin when properly worn with the driving suit. Approved long underwear must be made of fire resistant material and worn with all suits, except those suits carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or FIA 8856-2000. Shoes are required and must be made of a fire resistant material or common cowhide leather. Shoes must cover the driver's entire foot and leave no exposed areas of skin when properly worn with the driving suit. Socks are required and must be made of an approved fire resistant material.

5.1.2 Driver Restraint System:

All competing vehicles must have at least a 5-point seat belt system in place and consist of a 3-inch lap belt, 2 or 3-inch shoulder belts, and a 2-inch anti-submarine strap. All open top cars are required to have arm restraints. For information regarding either 6 or 7-point systems, please contact a PRO/AM official or consult an approved NASA or SCCA Road Racing Rulebook. Straps should be made of Nylon or polyester, and in new or perfect condition. The buckles should be metal quick release. There should be a common release mechanism for all belts. Shoulder harnesses must be mounted behind the driver and above a line drawn downward from the shoulder point at an angle no more than 20 degrees with the horizontal plane. Shoulder straps must be the "H" type design, "Y" type belts are not allowed. Each shoulder strap must have its own mounting point. All mounting hardware must be SAE grade 5 or better. Large diameter mounting washers should be used to spread the load. The use of mounting bolts through floor panels, etc.. is not acceptable without the required washers.

5.1.3 Roll Cage:

An approved roll cage per a NASA (www.nasaproracing.com) or SCCA (www.scca.org) Rulebook is required for all drivers participating in the tandem eliminations. This constitutes at least a 6-point cage that is designed to protect the driver in the event of a rollover or collision.

6.0 MEDIA:

All media related individuals must be at least 18 years of age, wear closed toed shoes, and have signed all necessary waivers prior to gaining access on track. All media on track must provide their own spotter for each filming individual. They must follow all rules set forth by the venue and event director: in addition to obeying all event officials, course workers, and venue personnel. Media related individuals should never go on track without approval from an official and never while a vehicle is on course. They should at all times possess clearly visible identification (i.e. wrist bands, media vest, press card, etc..) alerting officials of their reason for being on course. This is extremely important, as unauthorized individuals found to be in restricted areas will be ejected from this and all future PRO/AM Drift Championship Series events with no refund. PRO/AM reserves the right to refuse or revoke media passes at any time.

7.0 MISCELLANEOUS:

- Participants are strictly responsible for the safe keeping of their own belongings.
- Consumption of alcohol by any participant is expressly prohibited.
- The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or official is specifically prohibited, unless prescribed by a doctor.
- Events are generally not cancelled due to inclement weather (i.e. rain), but are at the discretion of the event director and/or venue.

For any additional questions or concerns regarding the PRO/AM Drifting Championship Rulebook or the PRO/AM Drifting Championship, please visit us online at www.proamdrift.com or contact us at info@proamdrift.com.