

# **Xtreme Drift Circuit (XDC) 2010 Rulebook**

*Based on the Formula Drift Professional Drifting  
2010 Pro-Am Supplemental Rules and Regulations*



The premier nationwide series affiliate of the



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### **Introduction**

The Xtreme Drift Circuit (XDC) is the first nationwide drifting series aimed at catering to drivers on both the professional and amateur (Pro-Am) level of competition, featuring the rising stars of the drifting world. The purpose of XDC is not to be just another drifting series, but rather a feeder platform to guide privateers into the world of sponsorship and national exposure.

The XDC will develop the next crop of world-class drifters on highly acclaimed and accredited tracks and courses. With hundreds of drivers across the country possessing the talent and ambition to compete on a national, regional, or local level, the XDC will provide them with the opportunity to do so.

2010 marks the highly anticipated inaugural season of the XDC and with that comes the chance for new and seasoned drivers to shine alongside the series as the two take North America by storm.

### **Xtreme Drift Circuit (XDC)**

12821 Newport Avenue  
Tustin, CA 92780  
949-467-9015 (phone)  
714-505-0058 (fax)  
[www.xtremedriftingcircuit.com](http://www.xtremedriftingcircuit.com) (web)

Entering its seventh season, **Formula DRIFT** is recognized as the North American professional drifting championship series. As the first official series in North America, Formula DRIFT has taken competitive motorsports to the extreme attracting fans and car enthusiasts from all walks of life. This high-skilled, high-powered motor sport where drivers intentionally maneuver their cars into well executed, controlled sideways slides at high speeds through a marked course has dozens of professional drivers competing in all seven competitions this year.

The Formula Drift Pro Am Affiliate system is an extension to the Formula Drift Pro Championship. The FD Pro Am Affiliate system is made up on various regional point series that caters to the team/driver in transition from amateur to professional. These Affiliate Series will feed the best up-and-coming drivers into the Formula Drift professional ranks.

### **Formula Drift Holdings, LLC**

200 Pine Avenue, Suite 615  
Long Beach, CA 90802  
562-901-2600 (phone)  
562-901-2651 (fax)  
[www.formuladrift.com](http://www.formuladrift.com) (web)

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### **\*IMPORTANT NOTICE TO ALL XDC COMPETITORS, PLEASE READ THE FOLLOWING:\***

All rules in **BLACK** are the official rules in the **Formula DRIFT** Pro-Am rulebook. However, to make things more financially feasible for competitors in the **XDC** series without sacrificing safety, we have amended several rules that will be noted in **RED**. Therefore, rules shown in **RED** only supersede the rules in **BLACK** for the purpose of the **XDC**. All rules in **RED** are property of USDrift and used with their consent.

**NOTE:** The rules in **BLACK** must be adhered to by all competitors that participate in the **Formula DRIFT** Pro-Am final event, as this event is handled solely by **Formula DRIFT**.

For any questions regarding the **XDC** rulebook, please contact Michael Collins, Chief Steward for **XDC**, at [mike.c@usdrift.com](mailto:mike.c@usdrift.com).

For any questions regarding the **Formula DRIFT** Pro-Am or Professional rulebook, please contact Randy Hembrey, Chief Steward for **Formula DRIFT**, at [randy@formulad.com](mailto:randy@formulad.com).

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## **GENERAL PREFACE**

### Official Notice of Disclaimer:

USDrift (USD) is the organization that will run track management at all XDC events in 2010. USD makes an effort to provide participants with a relatively safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact the USDrift office before entering an event facility. USDrift/Lookout, LLC, 10307 West Broad Street, #186, Glen Allen, VA 23060 / (804) 65-PRO/AM (804-657-7626).

### Medical Information:

As part of your participation in XDC events, USD may come in to possession of some of your personal health information in case of injury or potential injury. USD's policy is to protect all personal health information within the guidelines of applicable laws while providing necessary information to rescue, health, and other personnel as needed.

Information about your status with regards to an injury at the track or potential injury at the track will be released in detail to only those that need to know in order to provide assistance in the situation. However, general statements may be made to others as the need arises. Examples of general statements include (but not limited to):

- A. The driver is being transported for precautionary reasons.
- B. The driver is being transported for minor injuries.
- C. The status and condition of the driver is unknown at this time.

### Safety Hazards:

It is the responsibility of each participant to inspect all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The participant is required to notify a XDC or USD Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all XDC and USD sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

### Parents – Plea for Your Child's Safety:

Heed this warning: There is a very good chance that your child could be very severely injured even when playing safely in the paddock. A 3000-pound car traveling as little 5 MPH can critically or fatally harm your child. It is not uncommon for children, 5-8 years of age, to be playing in and around the cars parked in the paddock. There has already has been a number of times when children of this age group have darted out from the blind side of a parked car. Fortunately, no children have been harmed at any USD event. With children in this age group, it is understood that they usually play safely on their own. Therefore, it is very easy to overlook the fact that the difference between harmless horseplay and severe injury is only a matter of a few feet and some unlucky timing. Lastly, it is for this reason (even more so) that parents that allow their children to ride bicycles in the paddock are not only breaking the XDC and USD rules; they are also risking the loss of their child. XDC and USD try to host events that are fun and safe for the whole family to enjoy. Please help keep your child safe.

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## **MISSION AND PURPOSE:**

### History and Mission Statement:

XDC was created by Michael Munar, the original creator of the internationally known Hot Import Nights (HIN). Seeing the need for a championship drifting series that catered to drivers in both the professional and amateur levels, Michael created the XDC. The XDC is based on the idea that the black and white line that divided the two levels of drivers could be overlapped, thus allowing drivers that were on that line to now broaden their opportunities.

XDC aspires to be the premier drifting organization for the up-and-coming driver by offering safe, competitive, and exciting drifting across North America.

### Definition and Purpose:

XDC has established this publication, known as the Competition Rules and Regulations (CRR), in order to set standards, rules, and guidelines that will function to govern USD sanctioned motorsports activities in order to help promote safety and fairness in competition. The term CRR includes the appendices to the USD Competition Rules and Regulations, the NASA Club Codes and Regulations, published addendums, and published rule updates found in *Speednews* and *SpeedEnews* (electronic version), the official National publication of the National Auto Sport Association.

### Notations:

All changes from the previous version are noted ***as bold and italicized red text.***

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## **1 SERIES ADMINISTRATION**

### **1.1 ADMINISTRATIVE CONTROL**

#### **1.1.1 Xtreme Drift Circuit (XDC)**

The Xtreme Drift Circuit is a wholly owned subsidiary of XDC Events Inc. (XDC) and produces all XDC events including the REMIX Award Tour, XDC Super Show, and other events managed by XDC (EVENTS). The business administration of the series is managed by XDC Events Inc. The track supervision is managed by Lookout, LLC (USDrift).

#### **1.1.2 Formula Drift (FD)**

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 ELIGIBILITY REQUIREMENTS**

Any person wishing to enter a XDC event must meet and agree to the following requirements:

- Submit an application or register for entry before the allotted number of registrants fills.
- Take sole responsibility to be in compliance with all of the safety rules.
- Read, understand, and follow all of the applicable rules set forth in this publication.
- Sign any required waiver, and in particular the “gate waiver” before entering the facility, ONLY after they have read them carefully, AND adequate time to fully understand them AND fully agree with the terms.
- Read, understand, and take ample time to discuss the information in the General Preface with whomever they deem necessary including family members and legal counsel.
- Be at least 18 years old (16 or over with parental consent\*\*).
- Hold a current valid state issued driver’s license or government or state issued ID\*\*.
- Have use of an automobile that meets XDC’s technical requirements.
- Have proper safety equipment (per these rules).
- Fully pay all applicable fees.
- Have no outstanding debts with XDC or their affiliates.
- Have knowledge of all rules found in the rulebook and fully agree to abide by them.
- Have not finished the previous season in the top 16 of the Formula Drift Professional Series.

#### **1.2.1 Use of Likeness**

XDC and their affiliates reserve the right to use participant’s name, voice, photograph, and/or likeness for rebroadcast and/or promotional and publicity purposes at any time without advance permission or knowledge required or any additional compensation.

#### **1.2.2 False Information**

Any driver that participates by providing false information, pertaining to, but not limited to; name, address, date of birth, past history, state driver’s license, or medical

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form will be permanently ejected from the XDC. Furthermore, that person may be reported to the authorities.

### **1.2.3 Minors**

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 racetrack. A minor release form must be filled out and be on file with XDC at every event for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

### **1.2.4 \*\*Addendum to Minors**

Persons under the age of 16 years old, may under certain circumstances, be allowed to participate in on-track activities. The following criteria must be met before a minor, under the age of 16 years, may be allowed to participate:

- Specific approval from the NASA Executive Director.
- Parental consent must be made, and a completed and signed minor waiver form must be on file with the local USD office.
- The minor must have some prior experience to justify the on-track activity as being reasonably safe and prudent.
- The performance of the vehicle driven by the minor must be reasonable and safe given the minor's prior track experience.
- All USD safety rules and precautions must be followed.
- It is required that at least one parent or legal guardian be present at the event. It is strongly recommended that the parent or legal guardian accompany the minor during any instruction periods.

### **1.2.5 Non-Eligibility / Non-registered Drivers**

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, along with that person's guests and crewmembers.

## **1.3 CODE OF CONDUCT**

### **1.3.1 Participant Conduct**

It is expected that every participant and driver (entrant) at a XDC event shall conduct themselves according to the highest standards of behavior and sportsmanship\* particularly in their relationship with other drivers and officials, and in a manner that shall not be detrimental to the reputation of XDC. Failure to do so may result in harsh penalties.

\*The term "sportsmanship", as used here, is meant to convey an expectation of conduct, and in no way implies that participants are involved in a sporting event or contest.

### **1.3.2 Drivers Meeting Attendance**

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 XDC official before the meeting. Some latitude will be given in hardship cases. The tentative time for meetings will be

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made available prior to the event day, and may change the day of the event with proper notice made.

### **1.3.3 Conduct of Guests and Crew**

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 friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc... by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver signs the entry form, so he/she is encouraged to read it carefully.

### **1.3.4 Medical Conditions**

It is the responsibility of the driver to notify the XDC office and/or Competition Director of potential or existing, medical problems that may pose a problem while participating in an event. Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the XDC office before going on track.

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## 2 REQUIRED SAFETY EQUIPMENT

### 2.1 OCCUPANT 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 Impound Inspectors. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility. If, any illegal, non-conforming, or outdated safety equipment is found (this does not refer to equipment found at tech inspection, this should refer to equipment that is found to be used in competition after tech inspection), the equipment (in its entirety) will become the property of XDC. Additionally, the driver will be fined \$50 for each separate offense. Subsequent offenses during the same season will double the penalty each time. XDC reserves the right to make the penalties more severe should the situation warrant.*

#### 2.1.1 Helmet

*All drivers are required to wear an approved helmet while on track. Helmets must be approved by Snell and carry a sticker of "Snell 00" (SA2000) or better. Ratings other than that of "SA" (Special Application), i.e. "M1995, M2000", are not acceptable. The back of each helmet shall contain at least the driver's name; and it is recommended that it includes: date of birth, drug allergies, blood type, date of last tetanus, emergency contact name and number, and any relevant medical history or conditions. Any driver whose helmet sustained substantial impact with an object (including throwing it or dropping it, onto the ground) is required to send their helmet to the Snell Foundation, 3628 Madison Ave, North Highland, CA 95660, (916) 331-5073 for testing and re-certification before the helmet may be used again in competition. Details of the incident should be included. Proof of re-certification is the sole responsibility of the driver.*

#### 2.1.2 Driving Suit

*A driver is required to wear a suit that covers his or her entire body except for hands, feet, and head. Driving suits shall be one piece carrying 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.*

#### 2.1.3 Gloves

*Drivers shall wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit.*

#### 2.1.4 Underwear

*Approved long underwear made of fire resistant material must be worn with all suits except those carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or FIA 8856-2000. Underwear certified to SFI 3.3 or FIA 8856-2000 is strongly recommended in all cases.*

#### 2.1.5 Shoes

*Shoes made of fire resistant material or common cowhide leather are required. Shoes must cover the entire foot so that there are no exposed areas of skin.*

#### 2.1.6 Socks

*Socks made of approved fire resistant material must be worn.*

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### 2.1.7 Eye Glasses

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

## 2.2 RESTRAINT SYSTEMS

All occupants must use a restraint system (Harness) that conforms to SFI Spec 16.1 or FIA 8853/98.

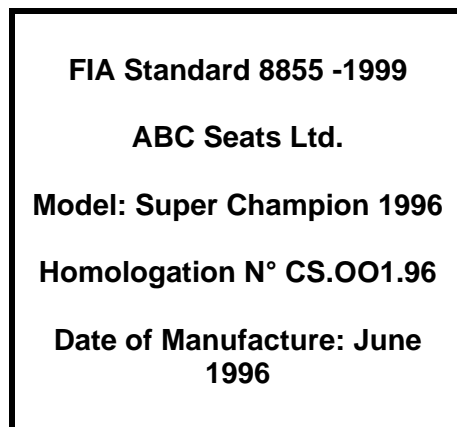
**SFI Certification** - Harness systems may be certified to SFI spec 16.1, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2<sup>nd</sup> year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

**FIA Certification** -Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5<sup>th</sup> year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

## 2.3 SEATS

All cars must have a seat for the driver. Seats must be homologated to FIA standard 8855-1999 or SFI 39.2. **Passenger seats are optional, but when used, must meet the same standards as the driver seat.**

Sample FIA seat homologation label:



*Note: Letters must be at least 8mm high*

The homologation labels must be visible

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## **2.4 ROLL CAGES**

Roll cages are required.

### **2.4.1 BASIC DESIGN CONSIDERATIONS**

- A. 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.
- B. 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. Ethafoam® or Ensolite®, or other similar material with a minimum thickness of one-half (1/2) inch and conforming to SFI spec 45.1 is required

### **2.4.2 General Construction**

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:

- 1. The weld shall have no cracks.
- 2. Thorough fusion shall exist between weld metal and base metal.
- 3. All craters shall be filled to the cross section of the weld.
- 4. 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.

The main components of the cage must be made of the same material, size and thickness of tubing.

### **2.4.3 Roll Cage Material**

Seamless SAE 1020 or 1025, etc. mild steel tubing (DOM) is the preferred material for Roll Cage construction. Please contact FORMULA DRIFT for

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approval if any alloy material will be used. An approved supplier MUST construct alloy steel cages. ERW tubing is not permitted.

## 2.4.4 Tubing Size

Roll Cage tubing must conform to the table below and is determined by the vehicle weight as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

Vehicle Weight	<u>Alloy or DOM</u> O.D. x wall thickness (inches)
Up to 3500 lbs	1.500 x .095

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

## 2.4.5 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 all tubes to facilitate verification of wall thickness.

## 2.4.6 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, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.

The Main Hoop shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop. **The diagonal brace will extend from the passenger side mounting plate of the main hoop to the top of the main hoop above the driver's head (the diagonal brace must be welded to the main hoop within 12 inches of the center of the bend behind the driver's head).** Any number of additional reinforcing bars is permitted within the structure of the cage.

A section of tubing equal to the roll bar shall be installed horizontally from the main hoop to the diagonal brace behind the drivers seat. This tube shall be no higher than shoulder height and continue from the diagonal to the passenger side main hoop upright

## 2.4.7 Front/Side Hoops:

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

Several configurations are allowed:

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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.

HALO Configuration: A top "halo" hoop following the roof line in one continuous piece from each side of the main hoop along the tops 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.

### 2.4.8 Rear Hoop Supports:

The main roll hoop shall have two braces **extending straight back from the main hoop attaching to the frame or chassis, an X configuration alone will not meet this requirement and will be viewed as supplemental bracing.** 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.

### 2.4.9 Bolt in Roll Cages:

Bolt In roll cages are not allowed.

### 2.4.10 Supplemental Bracing:

Supplemental bracing is allowed.

### 2.4.11 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.

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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.

### 2.4.12 Mounting Plates:

2.4.12.1 Each mounting plate shall be at least .080" thick

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

2.4.12.3 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.

2.4.12.4 Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box or door pillar).

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

## 2.5 MOUNTING HARDWARE (BOLTS)

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.

## 2.6 FIRE SUPPRESSION SYSTEM

All cars must be fitted with a minimum two (2) lb. fire-extinguishing bottle mounted in the driver's compartment within reach of the driver when he/she is in the normal seated position. The mounting bracket must be a quick-release type, and must be mounted so that it can be removed easily for label inspection and verification of full charge by weighing.

Acceptable extinguishants are Halon 1211, Halon 1301, Underwriters Laboratory 10BC rated Potassium Bicarbonate (Purple K), Underwriters Laboratory 1A10BC Ammonium Phosphate/Barium Sulfate, or Monnex.

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## **3 COMPETITION VEHICLES**

### **3.1 VEHICLE ELIGIBILITY**

#### **3.1.1 Determination**

3.1.1.1 Only vehicles listed in Appendix K are eligible and must have a valid manufacturer VIN number or equivalent.

#### **3.1.2 Body Work**

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

3.1.2.2 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 FORMULA DRIFT TECHNICAL MANAGER.

3.1.2.3 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). 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.

### **3.2 ENGINE & TRANSMISSION**

#### **3.2.1 Modifications**

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

3.2.1.2 Engine and radiator catch tanks with a minimum capacity of one (1) quart each are required and securely fastened and sealed in the engine compartment.

3.2.1.3 All fluid systems must be free of leaks.

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

3.2.1.5 All vehicles must be equipped with a functioning reverse gear.

#### **3.2.2 Traction Control**

Traction control and other non-specified "driver aids" are not allowed. Wheel speed sensors must be removed.

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## 3.3 CHASSIS & SUSPENSION

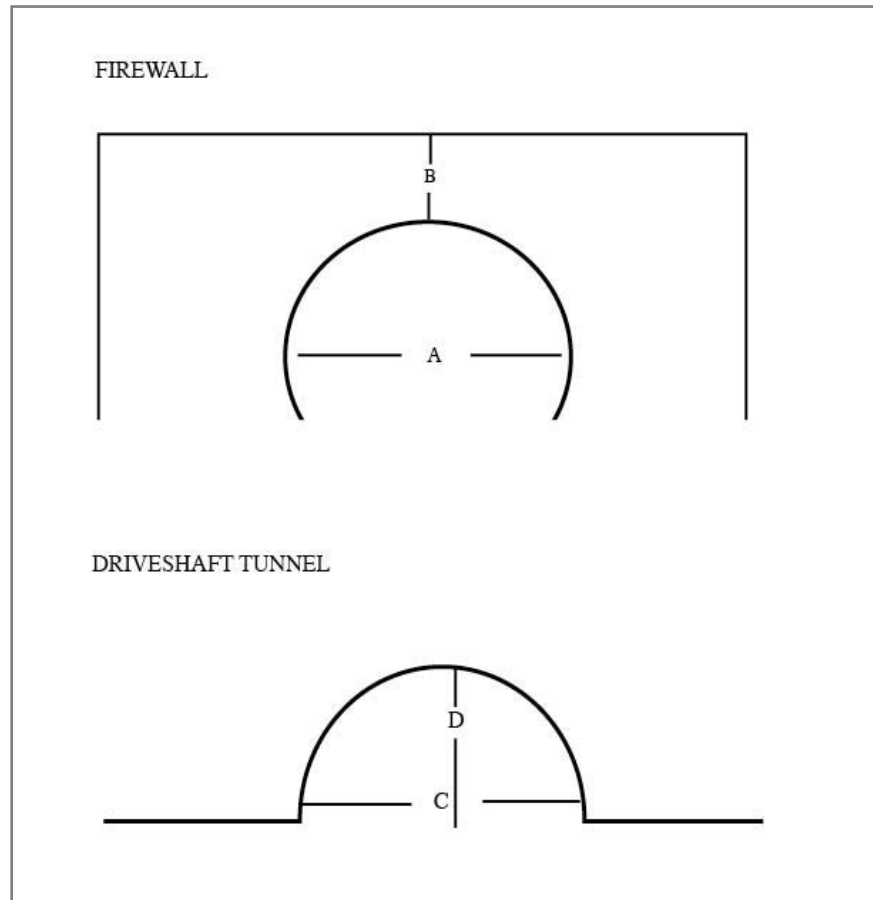
### 3.3.1 Basic Chassis Design

The vehicle chassis, frame and / or uni-body must remain unmodified between the vertical planes created by the original forward most and rearward most suspension mounting points unless otherwise specified in these rules. Uni-body or chassis may be seam welded.

### 3.3.2 Suspension Design

The basic OEM suspension design type may be freely modified. The original suspension mounting “pick-up points” must remain in the stock, unmodified location.

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



- 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.

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- Dimension C: Modifications of the driveshaft tunnels behind the transmission tunnel taper vertical plane should not exceed an overall width of 10 inches.
- Dimension D: Modifications to driveshaft tunnels behind the transmission tunnel taper vertical plane should not exceed an overall width of 10 inches.
- Taper Length: (from the firewall to the end of the transmission tunnel into the beginning of the driveshaft hump) may be no longer than 36 inches.
- No part of the engine casing may cross the vertical plane of the original firewall into the transmission tunnel.
- No other modifications may be made to the vehicle chassis, frame, or uni-body unless otherwise specified in these rules.
- 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.

### 3.3.4 Front cross member and/or front or rear sub-frame

Front and rear sub-frames and cross members must be stock and available on the exact model that is competing in Formula Drift. The subframe must also be mounted in the exact stock location, without being moved in any plane.

Front subframes may only be modified to directly allow for oilpan / 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.

Rear subframes may only 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 modifications, cutting, welding, strengthening, etc is not allowed.

### 3.3.5 Modified or aftermarket suspension parts

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

### 3.3.6 Steering

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

## 3.4 FUEL SYSTEM

### 3.4.1 Fuel Cells

The fuel system design is free.

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### **3.4.2 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.

## **3.5 ELECTRICAL SYSTEM**

### **3.5.1 Master Cut-Off**

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.

### **3.5.2 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. If the battery is located in the drivers 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.

## **3.6 BRAKE SYSTEM**

The brake system must operate all 4 wheels.

## **3.7 ENGINE COOLING SYSTEM**

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

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

## **3.8 INTERIOR MODIFICATIONS**

3.8.1 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

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### **4 APPENDICES**

#### **APPENDIX A - GENERAL & TECHNICAL SAFETY INSPECTIONS**

- A.1: As a minimum, every new car will be inspected Annually for compliance to the rules prior to going on track for the first time. The scope of a technical inspection may vary, but vehicles must comply with all conditions of the FORMULA DRIFT RULES AND REGULATIONS to be entered in a FORMULA DRIFT EVENT.
- A.2: An official annual inspection sticker affixed to the car on the left side member of main roll hoop, by the TECHNICAL MANAGER, or his appointee, indicates satisfactory completion of the annual safety inspection.
- A.3: It is the responsibility of the team to maintain vehicle eligibility.
- A.4: Cars involved in accidents or modified after passing a technical inspection must be submitted for re-inspection.

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### **APPENDIX B - OCCUPANT RESTRAINT REGULATIONS**

- B.1: All occupants shall utilize a driver restraint system that conforms to these regulations. See Appendix B, Figures 1-12
- B.2: 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.
- B.3: A five-point system is required for use in automobiles where the occupant is seated in an upright position, and consists of a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and a two-inch antisubmarine strap. The single anti-submarine strap shall be attached to the floor structure of the car similar to the shoulder harness mounting and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness. A six-point system may also be used, and is recommended.
- B.4: A six-point system is required for use in automobiles where the occupant is seated in a semi-reclining position and consists of either a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and two, approximately two-inch, leg straps. The double leg straps of the six-point system may be attached to the floor, or be attached to the seat belt so that the occupant sits on them, passing them up between his legs and attaching them either to the single release common to the seat belt and shoulder harness, or attaching them to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the occupant and up between his legs to the seat belt release, or shoulder harness straps.
- B.5: The material of all straps shall be nylon, or Dacron polyester, and in new or perfect condition. The buckles must be of metal-to-metal quick-release type, except in the case of leg straps of the six-point system, where they attach to the seat belt, or shoulder harness straps.
- B.6: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H"-type configuration is allowed.
- J.7: In cases where the occupant is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is 70-degrees or greater.
- B.8: All straps must be free to run through intermediate loops, or clamps/buckles. If "3-bar" adjusters are used, they shall be placed as close to the mounting points as possible. Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.
- B.9: Occupants of open cockpit cars must use arm restraints.
- B.10: 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.
- B.11: SFI Certification - Harness systems may be certified to SFI spec 16.1, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year,

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after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

FIA Certification -Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

- B.12: 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 return the harness to the manufacturer for recertification.
- B.13: 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. The shoulder straps shall pass through the seat, without interference, to the attachment points. (Figure 1)
- B.14: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 65-degrees, below the horizontal. The lap belts shall pass through the seat, without interference, to the attachment points. (Figure 1)
- B.15: Two anti-submarine straps/leg straps, as are found in a 6-point harness system, are highly recommended. If used, they shall be mounted in accordance to manufacturer's specifications. If a single anti-submarine strap is used, it shall be mounted in accordance to manufacturer's specifications. (Figure 2)

Figure 1

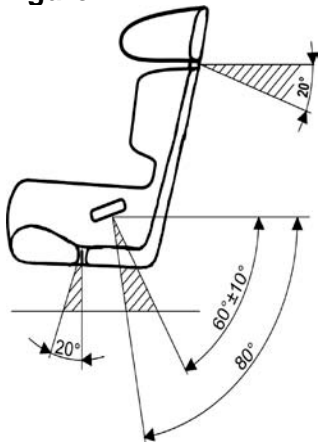


Figure 2

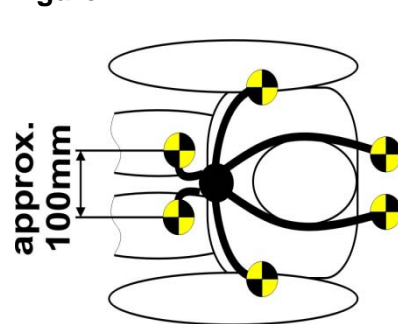
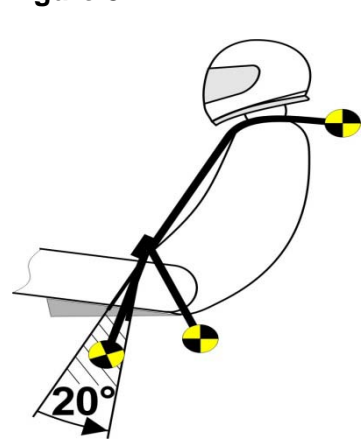


Figure 3

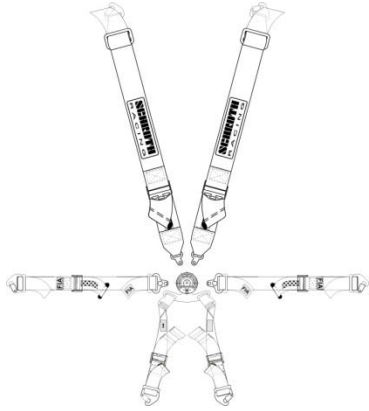


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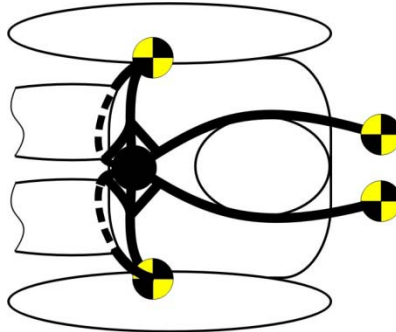
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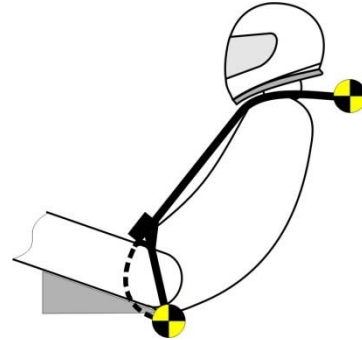
**Figure 4**



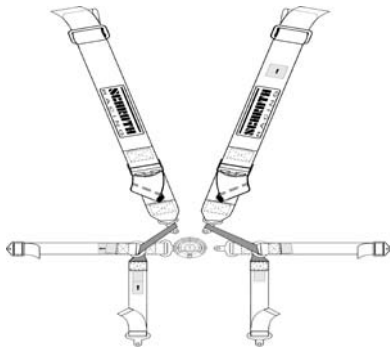
**Figure 5**



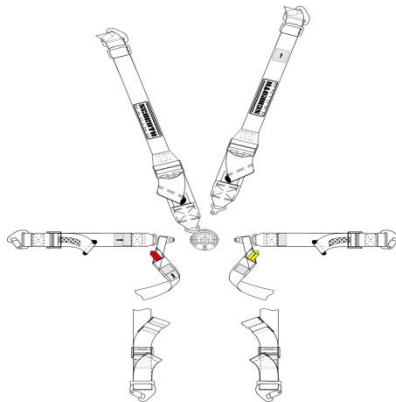
**Figure 6**



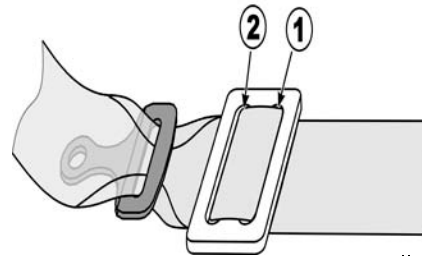
**Figure 7**



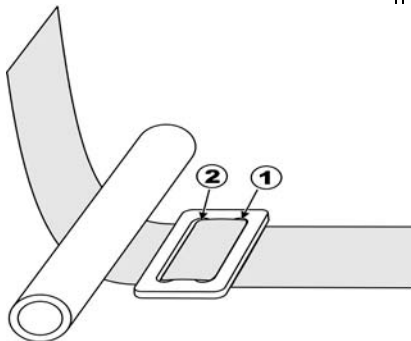
**Figure 8**



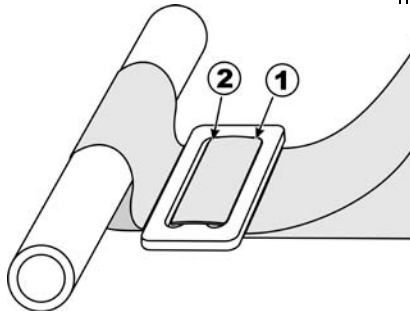
**Figure 9**



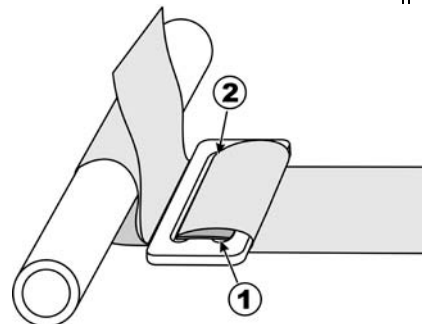
**Figure 10**



**Figure 11**



**Figure 12**



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### **APPENDIX D - 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).

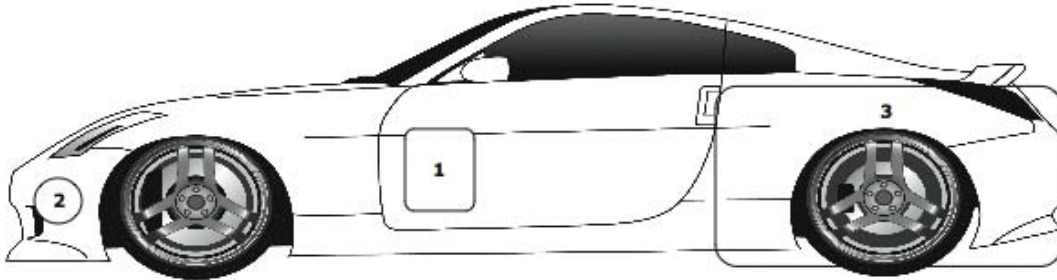
1. Two (2) assigned car numbers: One (1) on each side of the car in Black, utilizing the approved FORMULA DRIFT Number Board
2. One (1) official FORMULA DRIFT series decals on the front bumper.
3. One (1) official FORMULA DRIFT windshield banner.
4. One (1) TV Partner Logo on windshield as specified
5. One (1) Triple Crown Logo on windshield as specified (Triple Crown Events Only)
6. All mandatory contingency decals as appropriate.
7. Competitors may also be required to carry event specific sponsor decals or marks.

All drivers and teams must carry a FORMULA DRIFT series patch on the uppermost right chest of the driver's and teams uniform. Other official series sponsor patches may be required.

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## 2-Door Competition Vehicles



### Decal Placement Key:

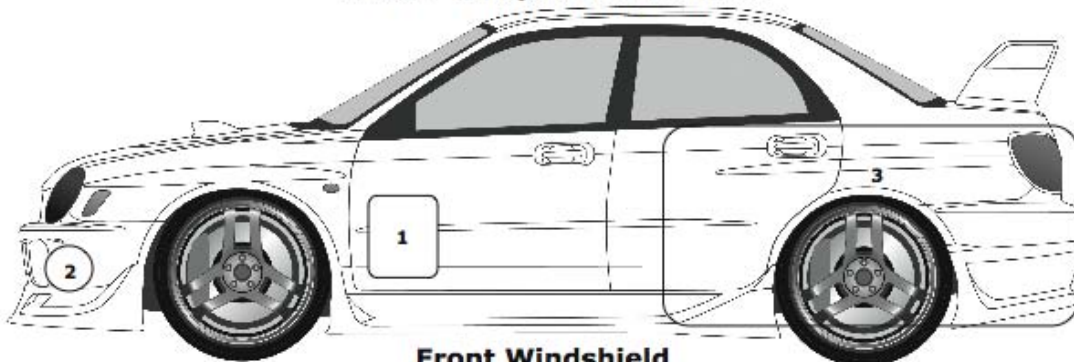
#### Provided by Formula Drift

1. 2 x Formula D Number/Name Boards, 1 on each sides. Must be on the forwardmost portion of the door (under the rear view mirror) as shown.
2. 1 x Formula D Sticker on front bumper
3. Any Other Formula D contingency or sponsor stickers (Including Triple Crown) may only be placed on the rear quarter-panels.

#### Note:

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

## 4-Door Competition Vehicles



### Front Windshield



#### Provided by Formula Drift

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

version 1.5 - 01/01/2007

# **Xtreme Drift Circuit (XDC) 2010 Rulebook**

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## **APPENDIX E - COMPETITION FORMAT**

### **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:

- SPEED
- ANGLE
- LINE
- STYLE

#### **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.

#### **ANGLE:**

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

#### **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.

#### **STYLE:**

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Style is probably the most subjective part of the drifters runs. Style is just what it sounds like: The driver's 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.

### **Qualifying**

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

### **Qualifying Scoring**

Qualifying is based on a 100-point scale with points deducted for deviations from the perfect line, lower angles, lower speeds, and reduced Overall Impact.

### **Spinouts:**

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

### **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".

### **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 driver's 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.

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### **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.

#### **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.

#### **Following Car**

The following car needs to run the same basic line as the lead car but may also take a higher line in order to pressure the lead driver. 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.

#### **Passing**

Passing is not encouraged during tandem battles. Passing is only allowed if the lead car fumbles, is well off line, or loses drift. 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.

#### **Collisions**

In the event of contact between two cars during a tandem battle, the driver at fault will loose advantage points. Incidental contact is allowed, but not encouraged. Drivers are required to complete the entire course, even if the other driver crashes, hits, spins, stalls, or is not able to complete the run. Drivers are always being judged as long as they are on course.

#### **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.

#### **Tandem Scoring**

3 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 will select from three options:

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

The majority will rule and a winner will be decided. In the event there is no clear majority, a “One

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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:

<b>Scenario</b>	<b>Scoring</b>		<b>Winner</b>
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

<b>Scenario</b>	<b>Scoring</b>		<b>Winner</b>
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Tie	

<b>Scenario</b>	<b>Scoring</b>		<b>Winner</b>
3	Judge 1	Driver A	Driver A
	Judge 2	Tie	
	Judge 3	Tie	

<b>Scenario</b>	<b>Scoring</b>		<b>Winner</b>
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.

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### **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.

### **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.

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.

### **Top 32 Format**

32 drivers will compete in single elimination head-to-head battles and win their way through a standard 32-Driver bracket.

### **Practice**

Several open practices will be scheduled during the event. Practice runs may be in the format of either single or multiple car runs or divided into seeded and non-seeded.

### **Qualifying**

Competitors will make at least 2 solo qualifying runs and scores will determine their ranking in the top-32 bracket. Qualifying order will be established by rank, or by previous season points.

### **Main Competition (Elimination Rounds)**

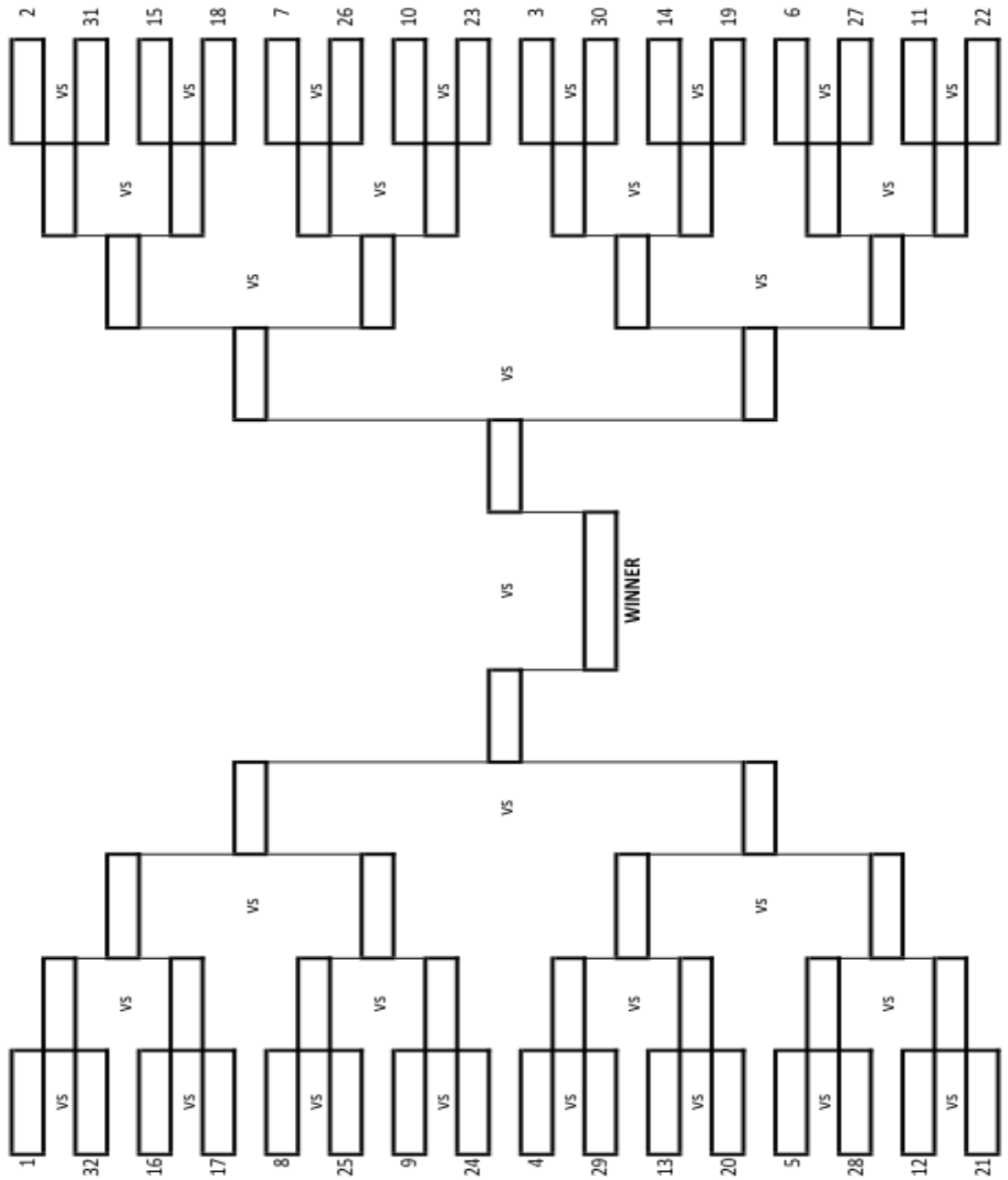
Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

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Based on the Formula Drift Professional Drifting

2010 Pro-Am Supplemental Rules and Regulations

2008 World Championship Head-to-Head Bracket



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## Points Awards

	<u>Points</u>
	<b>Top 32 Format</b>
Winner	100
2nd	88
3rd	78
4th	69
Great 8 Eliminated	61
Top 16 Eliminated	54
17-24 Eliminated	.5
25-32 Eliminated	.25

## Qualifying Awards

Q1	8
Q2	7
Q3	6
Q4	5
Q5	4
Q6	4
Q7	3
Q8	3
Q9	2
Q10	2
Q11	2
Q12	2
Q13	1
Q14	1
Q15	1
Q16	1
Q17-32	0

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2010 Pro-Am Supplemental Rules and Regulations*

### **APPENDIX K- ELIGIBLE VEHICLES**

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# Xtreme Drift Circuit (XDC) 2010 Rulebook

Based on the Formula Drift Professional Drifting  
2010 Pro-Am Supplemental Rules and Regulations

## CONVERSION CHART

Unit	Calculation
1 inch (in)	25.4 mm = 2.54 cm
1 millimeter (mm)	0.03937 in
1 foot (ft)	304.8 mm = 30.48 cm 1 centimeter = 0.3937 in
1 yard (yd)	914.4 mm = 91.44 cm 1 meter = 39.37 in
1 mile (mi)	5280 ft. = 1.60934 km 1 kilometer = 0.62137 mi
1 cubic inch (c.i.)	16.387 cubic centimeters (cc)
1 cubic centimeter (cc)	0.061 cubic inch
1 liter (l)	1000 cc = 61.0255 cubic inch
1 liter (l)	0.264 US gallons = 1.0568 qt
1 US gal (gal)	4 US qts = 231.18 cubic inches = 3.785 liters
1 ounce (oz)	28.35 grams
1 pound (lb)	16 ounces = 453.592 grams
1 kilogram (kg)	1000 grams = 2.2046 pounds
1 mile per hour (mph)	1.467 feet per second
miles per hour (mph)	0.62137 x kilometers per hour
kilometers per hour (kmh)	1.60934 x miles per hour
Degrees F	Fahrenheit – 32 x .555 = degrees Celsius
Degrees C	Celsius x 1.8 + 32 = degrees Fahrenheit
PSI	psi x .069 = bars
BAR	bars x 14.5 = psi
Ft. Lbs.	foot pounds x 1.355 = Newton meters (Nm)
Water (Weight)	8.34 pounds per US gallon
Gasoline (Weight)\	6.2 pounds per US gallon
Methanol (Weight)	6.75 pounds per US gallon
Engine displacement	bore x bore x stroke x .7854 x no. of cylinders
Brake horsepower (BHP)	$\frac{\text{RPM} \times \text{torque (in lbs-ft)}}{5250}$
MPH	$\frac{\text{RPM} \times \text{tire diameter (in inches)}}{\text{gear ratio} \times 336}$
Lap Speed	$\frac{\text{track length (miles)} \times 3600}{\text{lap time(seconds)}} = \text{MPH}$
Avg. Speed	$\frac{\text{track length (miles)} \times 3600 \times \text{no. of laps}}{\text{total time (seconds)}} = \text{MPH}$

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Record of Revisions  
2/1/2010

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