



2011 ProAm Rulebook

**\*\*\*ANYTHING NOT MENTIONED IN THIS DOCUMENT IS SUBJECT TO THE INTERPRETATION OF THE CHIEF STEWARD\*\*\***

## **Rulebook Version 11.02**

### **Section A) Driver Requirements**

#### **A-1: Eligibility**

##### **A-1.1**

To be eligible for competition, a driver must not hold a current professional drifting license with Formula DRIFT, or any other professional drifting series.

##### **A-1.2**

Drivers must be of legal driving age, and if under 18 must submit a minor release form signed by their parents/guardians.

##### **A-1.3**

Teams must possess a printed copy of the 2011 rulebook at all official TD ProAm events.

#### **A-2: Occupant Safety - Each occupant must wear the following equipment during all on-track sessions:**

##### **A-2.1 Helmet**

Only helmets certified to meet the following standards are permitted:

- Snell Memorial Foundation – SA2000, SA2005, SA2010
- SFI Foundation – Spec 31.2, Spec 31.2A
- British Helmet Standard – BS 6658:1958

##### **A-2.2**

If the helmet has no visor, eye protection must be worn

##### **A-2.3**

Drivers must wear sleeved shirts

##### **A-2.4**

Drivers must wear long pants

##### **A-2.5**

Drivers must wear closed-toe shoes



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### Section B) Car Requirements

#### B-1: Safety

##### B-1.1.1 – Roll Cages

Competition cars must be equipped with *at least* a 4pt roll bar with added side-protection. Remember, this requirement is substantially less than drivers will need should they move on to Formula DRIFT. If you wish to make your car Formula DRIFT compliant, consult the 2011 Formula DRIFT rulebook.

##### B-1.1.2 - 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

##### B-1.1.2 – 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 B-1.1.x 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.

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



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### B-1 Continued

#### B-1.1.2 - Roll Cage Material

Seamless SAE 1020 or 1025, etc. mild steel tubing (DOM) is the preferred material for Roll Cage construction. Please contact THUNDERDRIFT for approval if any alloy material will be used. An approved supplier MUST construct alloy steel cages. ERW tubing is not permitted.

#### B-1.1.3 Tubing Size

For cars up to 3500lbs, Roll Cage tubing must be at least 1.500" x .095". The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

#### B-1.1.4 - 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.

#### B-1.1.5 - 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  $\pm$  10 degrees. 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. 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

#### B-1.1.6 - Rear Hoop Supports

The main roll hoop shall have two braces extending to the rear attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. No bends are allowed on rear braces.

#### B-1.1.7 Side Protection

All cars shall have a minimum of one (1) door bar across each front door opening. If two (2) bars are used, 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. Drivers 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.

## B-1 Continued

### B-1.1.8 Mounting Plates

Each mounting plate shall be at least .080" thick. Mounting plates must be fully welded to the structure of the vehicle. Each mounting plate shall not be greater than 100 square inches and shall be no greater than twelve (12) inches or less than two (2) inches on a side. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane. Whenever possible, mounting plates shall extend onto a vertical section of the structure (such as a rocker box or door pillar). Any number of tubes may attach to a single plate or to each other.

### B-1.1.9 Exceptions and Alternatives

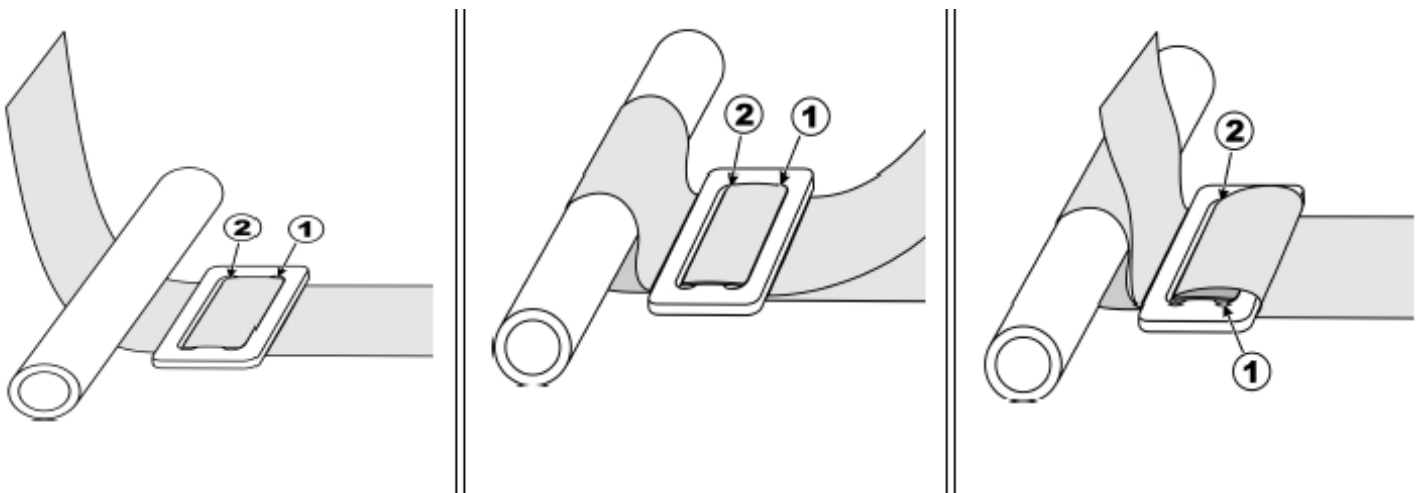
The afore mentioned rules should be used as a guideline to building a roll structure specific to TD ProAm competition. If your competition vehicle is already equipped with something equivalent or better, you do not need to redesign your roll structure to meet the specific TD Rules. Equivalency will be determined by the CHIEF OF TECH, and/or the CHIEF STEWARD.

### B-1.2 – 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.

### B-1.3 – Restraint Systems

Restraints must be securely fastened to the vehicle with the aforementioned hardware, and must consist of *at least* four (4) belts. 2 shoulder, 2 lap. Y-style shoulder harnesses are allowed. Shoulder harnesses must be mounted so they extend at no more than 45 degrees from the drivers shoulders. Seats that are more than 6" from the seat-supporting bar on the roll cage must be braced. All belt loops must be routed properly and secure. (see diagram below)





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**B-2: Mechanical**

B-2.1

ABSOLUTELY ALL FLUID SYSTEMS MUST BE FREE OF LEAKS

B-2.2

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.

B-2.3

Fuel Cells are free. Fuel lines and fittings must be high-pressure type and routed in such a way that they 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.

B-2.4

Batteries must be securely fastened. The positive terminal must be 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 in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box.

B-2.5

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.

B-2.6

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.

B-2.7

All lugnuts must be present and secure.

B-2.8 TOWING APPARATUS

All cars must have a minimum (1) front and (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of 50 mm or 2".

B-2.8.1 The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 5000 lbs.

B-2.8.2 Tow apparatus must be a unique-purpose device. Using other structures i.e; a wing, body panel, or wheel is not allowed. The use of factory "tie down loops" is not permitted.



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## **B-2 Continued**

B-2.8.3 Tow apparatus must be easily accessible if the car is stopped in a gravel bed without removal or manipulation of body panels or other bodywork.

B-2.8.4 Tow apparatus must not protrude more than 1" beyond the furthest forward or rearward dimension of the bodywork or otherwise be hinged and/or collapsible in order to create a blunt surface.

B-2.8.5 Tow apparatus must be painted or the strap material woven in a color contrasting the body color.

B-2.8.6 Tow apparatus must be clearly marked with an arrow in a contrasting color to the body color by using paint or by using a decal.

B-2.9 Exhaust system modifications are free, but must exit aft of the rear axle or in the original location, and must comply with sound regulations of 95db measured at 50'.

## **B-3: Esthetic**

B-3.1

All bodywork must be attached at the beginning of each competition round. Specifically hoods, doors, bumpers (front and rear), and fenders.



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### Section C) Competition Format

#### C-1: General

C-1.1 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 THUNDERDRIFT ProAm Championship consists of a scheduled number of one-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.

C-1.2 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.

##### B) ANGLE:

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

##### C) LINE:

The drift line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points and zones, and outer clipping points and zones, and transition zones. Inner Clipping Points 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/IMPACT:

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



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### C-2: Qualifying

C-2.1 All competitors will be required to “qualify” in order to compete in the tandem elimination.

C-2.2 Each judge will receive 1 criterion to judge and also give up to ten bonus points cumulatively for style and impact. The judges can give 30 points each to their assigned attribute, Line, Angle, or Speed.

C-2.3 Anytime a driver spins out or experiences major under-steer during a run, a 0 score will be awarded.

C-2.3 Unless otherwise specified during the judging meetings, if at any time 4 tires or more are off course during a run, the driver will be given a score of “0”.

C-2.4 Cones or other similar marking will denote 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 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.

C-2.5 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.

### C-3 Tandem Elimination Rounds

C-3.1 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 chase car. The chase car is to try and “out drive” the lead car. Driver consistency during a tandem battle is critical.

C-3.2 The lead car must be able to clear the course without making any errors due to distraction or pressure by the chase car trailing close behind.

C-3.3 In general, the chase car needs to treat the lead car as a moving clipping point. The chase 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 chase car will gain advantage points by staying in close proximity to the lead car. The chase car should keep as close to the lead car as possible to gain the advantage.



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### C-3 Continued

C-3.4 Passing is not encouraged during tandem battles. Passing is only allowed if the lead car is well off line, or is clearly specified by a judge in the drivers meeting. 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.

### C-4 Collisions

C-4.1 Vehicle contact in drifting is something that THUNDERDRIFT recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows.

C-4.2 The lead car must run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that driver. 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.

C-4.3 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-4.4 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. 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 reassess the vehicle between subsequent head-to-head match up's or even at the end of the round. In most cases THUNDERDRIFT 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 THUNDERDRIFT 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.



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### **C-5: Pace Zone**

C-5.1 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.

### **C-6: Tandem Eliminations**

C-6.1 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. Judges will select from three options:

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

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

C-6.2 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.

### **C-7: Spotters**

C-7.1 Each team will be designated one spotters card. A Spotter Stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the Spotter Stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.

### **C-8: 5 Minute Time-Out**

C-8.1 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.

C-8.2 Only the designated Team Representative will be allowed to request the 5-Minute Time Out, and it must be made through a THUNDERDRIFT OFFICIAL.

C-8.3 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.



**C-8 Continued**

C-8.4 Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver.

C-8.5 Teams may only use one 5-Minute Time Out throughout the competition. Additional and concurrent 5-Minute Time Out requests are not allowed unless cited in other sections of these rules.

**C-9: Vehicle Servicing During Tandem**

C-9.1 Competitor vehicles cannot be serviced by their crew between the first and second runs of a tandem round. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, etc.

**C-10: Top 16 Format**

C-10.1 16 drivers will compete in single elimination head-to-head battles and win their way through a standard 16-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.

**C-11: Points System**

<b>Tandem</b>	
<b>Winner</b>	<b>100</b>
<b>2<sup>nd</sup></b>	<b>88</b>
<b>3rd</b>	<b>78</b>
<b>4th</b>	<b>69</b>
<b>Top8</b>	<b>57</b>
<b>Top16</b>	<b>24</b>

<b>Qualifying</b>	
1	12
2	10
3	8
4	6
5	5
6	4
7	3
8	2
9-10	1
11-12	0.50
13-16	0.25



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### Appendix I

#### I.1 OFFICIAL MEETINGS

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

#### I.2 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate in a THUNDERDRIFT event 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 THUNDERDRIFT, to any arbitrator, or tribunal, not provided for in the rules.

#### I.3 OPERATING AUTHORITY

At race events, the THUNDERDRIFT Chief Steward has authority for the conduct of all competition aspects of the event. He/She reports to the President of THUNDERDRIFT, with all other Race Officials reporting to him.

#### I.4 INTERPRETATION AND APPLICATION OF RULES

THUNDERDRIFT 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:

I.4.1 Determinations and/or decisions made by THUNDERDRIFT officials are non-litigable.

I.4.2 They will not initiate or maintain litigation of any kind against THUNDERDRIFT, or anyone acting on behalf of THUNDERDRIFT, 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;

I.4.3 If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse THUNDERDRIFT, and/or partners, agents, or affiliate organizations of THUNDERDRIFT, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all THUNDERDRIFT privileges suspended until litigation is complete.

I.4.4 THUNDERDRIFT 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.



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## Appendix I continued

I.4.5 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.

I.4.6 As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.

## Appendix II

### II.1 BREACH of RULES

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

II.1.2 Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

II.1.3 Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.

II.1.4 Participation in any proceeding, or action, prejudicial to the interests of THUNDERDRIFT, or of automobile competition generally.

II.1.5 Reckless, or dangerous, driving.

II.1.6 Failure to obey direction, or orders, of a race official.

II.1.7 Refusing to cooperate with, interfering with, or obstructing the action of the officials, CHIEF STEWARD, or others in the performance of their duties.

II.1.8 Public criticism of a series, its officials or sponsors.

II.1.9 Unsportsmanlike conduct.

II.1.10 Physical contact with intention to harm any participant, or official, or the threat of same.

II.1.11 Inappropriate, objectionable, threatening, or profane language, and/or gestures.

II.1.12 Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL MANAGER, or the CHIEF STEWARD.

II.1.13 In cases of extreme misconduct, THUNDERDRIFT reserves the right to take any other action deemed necessary.



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## Appendix II Continued

### II.2 Alcohol, Narcotics, Performance Enhancing and/or Recreational Drugs

II.2.1 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. THUNDERDRIFT 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 THUNDERDRIFT, 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.

## Appendix III

### III.1 OFFICIALS

Every THUNDERDRIFT event must be staffed with individuals, agents, or affiliates assigned by THUNDERDRIFT to operate the event (OFFICIALS), or their substitutes as approved by THUNDERDRIFT. 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. No OFFICIAL shall have a direct conflict of interest arising from direct involvement or connection with the organizers, affiliates, teams, drivers, officials or sponsors of an event, which, at the sole discretion of the President of THUNDERDRIFT, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition no OFFICIAL may compete in any event at which he is officiating.

### III.2 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 THUNDERDRIFT. OFFICIALS whose actions are deemed by THUNDERDRIFT to be against the best interests of THUNDERDRIFT shall not be permitted to participate in THUNDERDRIFT events.



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### Appendix III Continued

#### III.3 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 THUNDERDRIFT 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.

#### III.4 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 THUNDERDRIFT. 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 THUNDERDRIFT will maintain records of official times, qualifying records, charts, scores, and results for all events.

Judges or other entities as assigned by THUNDERDRIFT 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.

#### III.5 TECHNICAL MANAGER

The THUNDERDRIFT 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.



## Appendix III Continued

### III.6 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 THUNDERDRIFT.

### III.7 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.

## Appendix IV

### IV.1 Protests

#### IV.1.1 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 THUNDERDRIFT 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.

### IV.2 LODGING A PROTEST

IV.2.1 Every protest shall be made in writing specifying which part of the THUNDERDRIFT 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 limit specified in section IV.2.4-6. The protest fee will be returned if the protest is deemed to be well-founded and is upheld by the CHIEF STEWARD.

IV.2.2 All protests shall be made to the CHIEF STEWARD only.

IV.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.

IV.2.4 A protest against a mistake or irregularity occurring during competition shall be made within 30 minutes of the action in question.



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## Appendix IV Continued

IV.2.5 A protest against the results of the competition shall be made within 30 minutes of the end of that session.

IV.2.6 A protest against any other action of an official shall be made within 30 minutes of the action.

IV.2.7 Judges scores and decisions are not protestable.

IV.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.

### IV.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.

## Appendix V

V.1 All competing cars must carry the following mandatory Decals or marks, as well as any other decals as mandated by THUNDERDRIFT via supplemental regulations, memos, and other communications.

V.2 The following will be provided by THUNDERDRIFT upon first event registration:

1. Two (2) assigned official THUNDERDRIFT car number panels: One (1) on each side of the car. Must be on the forward most portion of the door (under the side mirror)
2. One (1) official THUNDERDRIFT series decal on the rear bumper or window.
3. One (1) official THUNDERDRIFT windshield banner.
4. One (1) additional decal on windshield as specified
5. All mandatory contingency decals as appropriate.
6. Competitors may also be required to carry event specific sponsor decals or marks.

V.3 Replacement Official THUNDERDRIFT decals are available from Lab17, but must be ordered at least 14 days prior to competition. Teams will be responsible for all fees and charges.