



WARFARE ON THE 5/8

2026 EVENT PACKET

WARFARE ON THE 5/8 Presented by Toyota of Seattle is an 8-driver single elimination tournament that emphasizes speed, angle, and proximity on the biggest bank in the Pacific Northwest.

The WARFARE OF THE 5/8 competition will be held at DRIFTCON AFTERDARK on October 3, 2026.

Car + Driver: \$400 (includes Friday practice)

Maximum of 8 Qualified Drivers (12 drivers will be allowed to sign up)

Competitors will be allowed to register for Double 8 Showdown for an additional \$200. Drivers competing in both events and planning on competing in the Team Tandem Finale can do so for no additional charge.

Any questions not addressed can be directed to kevin@evergreenspeedway.com or matt@driftcon.us.

Presented By:



Toyota of Seattle
ONE PRICE. SIMPLE.

DRIVER MEDIA COVERAGE:

We are partnering with APEXIEL to enhance media coverage for competitors. Competitors now have the opportunity to proactively book with approved media. From DSLR photography to FPV drone chase footage, there is a diverse range of media services available at various prices. Instead of relying on being captured by chance, pre-booking media guarantees comprehensive coverage and content delivery in a timely manner.

INVITATIONAL

This is an invitational competition that will be filled based on level of experience and quality of vehicle. Please reach out using the form on the DriftCon website to express interest in competing. A private registration link will be sent if selected.

QUALIFYING

Drivers will get 2 (TWO) qualifying runs each. It is the driver's responsibility to be ready with fresh tires and gas after practice and once qualifying starts. Drivers should stage for qualifying when ready.

Qualifying order will be posted at the Tech Trailer. Drivers must be staged and ready when it is their turn or they will forfeit that qualifying attempt. 5-minute timeouts cannot be used during qualifying.

TOP 8 BRACKET

Top 8 standard tandem competition bracket style elimination. Highest qualifying driver will lead against the lower qualifying driver (1 vs. 8, etc.).

JUDGING

The panel will consist of 3 Judges (**TBD**). This will be judged like a typical drift competition with style, angle, and line judges picking their winner or electing for a One More Time.

COMPETITION

Each Battle will consist of two runs. The higher ranked competitor will lead on the first run and be the chase driver for the second run.

On the first run the lead car will be directed into the burnout box and will have 20 seconds to stage at the start line. The chase will then be released into the burnout box and will have 20 seconds to stage at the start line.

The starter will then make sure that both competitors are ready at the line and then trigger the start light sequence. The lead car cannot leave the line before the green light illuminates. The chase driver can leave the line any time after the yellow light illuminates but must not beat the lead car to the initiation zone. Judges will make all decisions at who is at fault when a start has been fouled. Any fouled starts will be recalled. The at-fault driver will be warned and multiple offenses by the same driver may be cause for disqualification.

At the completion of the first run. Drivers will return to the start line immediately with them swapping starting line positions. No crew may touch the car in between runs without approval from the Tournament Director.

At the completion of the second run, Drivers will stop at the designated area and await a decision from the tower. As we get deeper into the tournament and the time in between battles narrows, Officials will allow 10 minutes for competitors to fuel, change tires and/or cool down their cars. Bring enough crew and tools to be prepared for this.

The tournament will continue until we have a winner. The 3rd place position will be determined by pairing up the two eliminated drivers from the top 4 in a standard battle. The highest qualifier will lead first.

The top 3 will report to the front stretch at the conclusion of the event for the awards ceremony.

GUARANTEED PODIUM PAYOUTS	
PLACE	AMOUNT
1	\$4000
2	\$2000
3	\$1000

DRIFTCON AFTERDARK SCHEDULE

SATURDAY OCTOBER 3, 2026 – MAIN GATES OPEN 2PM

Schedule Will Be Shared Soon

***It is the driver's responsibility to follow the schedule and stay on time. We will make constant announcements in the pits, so please stay alert to keep the show rolling.**

DOUBLE 8 SHOWDOWN & 5/8 PRACTICE DAY SCHEDULE

FRIDAY – OCTOBER 2, 2026

3:00 – Back Gate Open / Tech Inspection

5:00 – Double 8 Showdown Layout 1 Practice

6:00 – 5/8 Practice

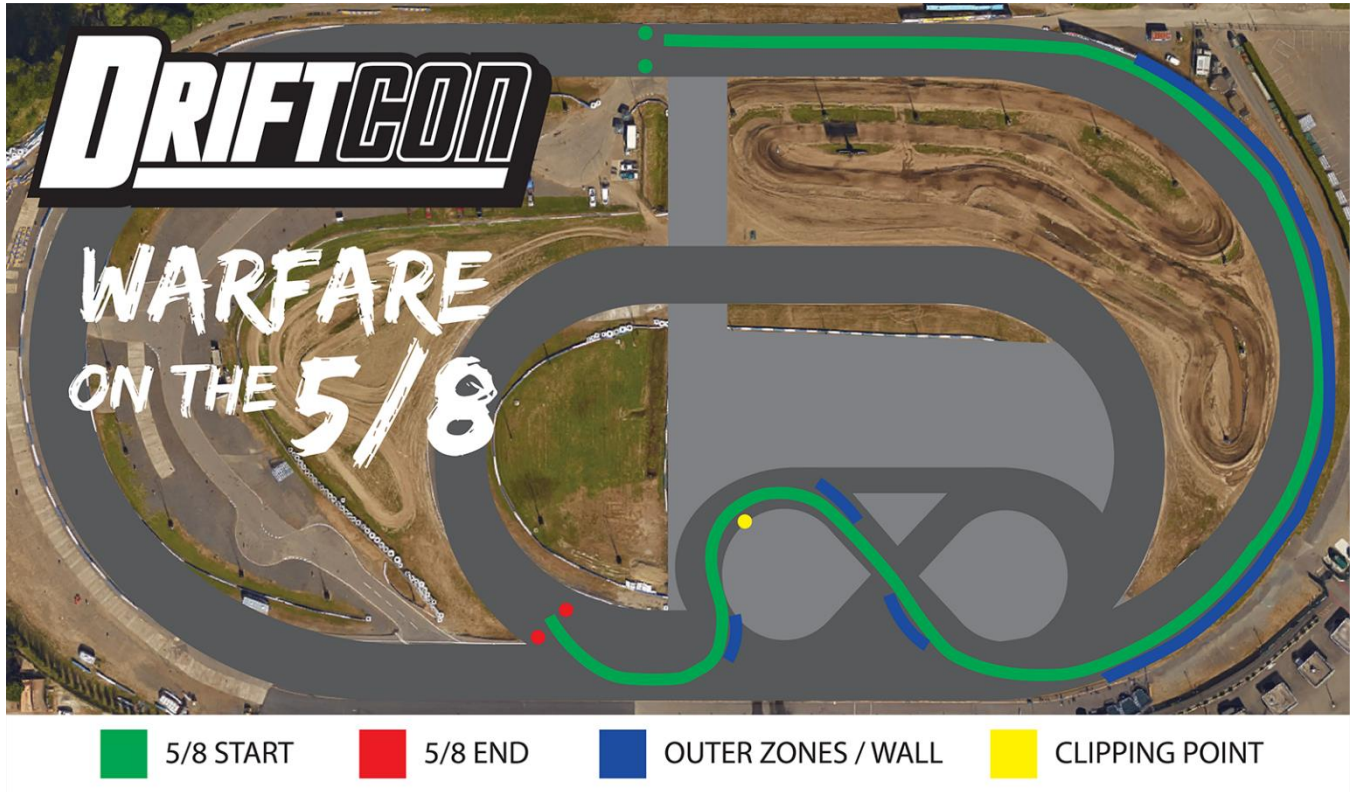
6:30 – Double 8 Showdown Layout 2 Practice

7:30 – 5/8 Practice

8:00 – Double 8 Showdown Layout 1 Practice

9:00 – Practice Day Ends

TRACK LAYOUT



5/8ths "Formula Drift 2026 Layout"

TECH REQUIREMENTS

1. Competing Models
 - a. Any rear-wheel drive or rear-wheel drive converted car.
 - b. Vehicles must be production models with a valid VIN number.
 - c. No kit car or karts will be permitted.
*Exceptions for other vehicles will be made by the tournament director on a case-by-case basis
2. Body/Glass/Mirrors
 - a. All body panels must be attached in a way that keeps them solidly mounted.
 - b. Cars are expected to have complete bodies including hoods, bumpers, and fenders at the start of the event.
 - c. Door, quarter, and rear window glass must be OEM or clear LEXAN if present (must be securely mounted).
 - d. No body or aero elements above the door line may extend wider than the track width of the vehicle.
 - e. Two hood pins across the leading edge of the hood are required
 - i. The stock latch must be removed
 - ii. Additional hood pins are allowed
 - f. Windshields are required and must not have any damage that impairs vision.
 - i. Windshields must be OEM glass or Lexan/polycarbonate replacement.
 - ii. Lexan/polycarbonate windshields must be a minimum thickness of .125-inch
 - iii. Lexan/polycarbonate windshields must be securely mounted and have a vertical brace. Brace must be centered in the windshield and be securely mounted to the top and bottom.
 - g. Interior
 - i. The interior of the vehicle must be clean and professional in appearance.
 - ii. All non-essential and/or loose items must be removed.
 - iii. Supplemental Restraint Systems (SRS) must be removed.
 - h. Mirrors
 - i. Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.
 - ii. OEM mirrors in the OEM mounting position are encouraged.
3. Roll Cage / Driver Protection
 - a. A full roll cage is REQUIRED to compete in this competition.
 - b. Professionally built full steel roll cage required with 1 1/2" .095 tubing minimum.
 - i. Seamless SAE 1020 or 1025 etc. mild steel DOM tubing.
 - ii. An inspection hole at least 3/16" in diameter, but no greater than 1/4" in diameter must be drilled in a non-critical area of all tubes for inspection.
 - iii. The main cage components must all be made of the same size and thickness of tubing
 - iv. All Main components must be made from one piece continuous lengths of tubing.
 - v. No portion of the cage may permeate the firewall and should be fully contained within the occupant's compartment.
 - vi. All contact areas in driver compartment must be covered with high density padding.
 1. Ethafoam or Ensolite or other similar material with a minimum thickness of 1/2" and conforming to SFI spec 45.1 is required.
 - vii. Any cage showing poor workmanship or welding will not be allowed to compete.
 - viii. Supplemental bracing is allowed to the minimum requirements listed here.
 - c. Main Cage Specific Construction. See attached diagram.
 - i. The main roll hoop must extend the full width of the driver/passenger compartment and be as near the roof as possible.

1. Must be welded to the frame or to a reinforced and/or gusseted floor pan on unibody vehicles.
 2. Must have a diagonal tube extending from the top of one side of the hoop to the bottom of the opposite side.
 3. Must have a horizontal tube from the Driver's main hoop to the diagonal tube then continuing to the passenger side main hoop.
 - a. This tube should be no higher than shoulder height.
- ii. Main Front/Side Hoops or Halo cage styles allowed.
1. Side Hoop Style
 - a. Extend from floor to the main hoop following the A-pillar, windshield and roof line.
 - b. One on driver's side and one on passenger side.
 - c. Must be connected by a horizontal tube across the top of the windshield.
 - d. Maximum of 4 bends totaling 90 degrees plus/minus 10 degrees.
 2. Front Hoop Style
 - a. Extend from the floor to roof line then extend across the top of the windshield and to the opposite side floor following the line of the A pillar.
 - b. Must be connected at the top by horizontal tubes running back to the main hoop on each side above the doors.
 - c. Maximum of 4 bends totaling 180 degrees plus/minus 10 degrees
 3. Halo Style
 - a. Connect to the top of the passenger side main hoop then extend around the perimeter of the occupant's compartment following the roof line and connecting to the top of the main hoop on the driver side. Maximum of 4 bends totaling 180 degrees plus/minus 10 degrees.
 - b. A down tube is required on both sides. They must connect to the windshield edge of the halo and connect to the frame/floor following the line of the A pillar.
- iii. Dash/Knee Tube
1. A Horizontal tube extending side to side between the forward cage legs is highly recommended.
 - a. Must be located above the steering column.
- iv. Rear Hoop Supports/Down Tubes are required
1. One brace off the top of each side of the main hoop extending to the rear frame or chassis.
 - a. Attached no more than 6 inches below the top of the main hoop.
 - b. Extend back at a minimum of 30 degrees.
 - c. Must be straight. No bends.
- v. Bolt In Roll Cages are allowed at Evergreen Drift Pro Am events
1. Door bars must comply with rules listed under side protection/door bars or will not be allowed to compete
 2. FD Pro Am and Pro events do not allow bolt in cages under any circumstances.
- vi. Side Protection/door Bars
1. Must have a minimum of two door bars across each front door opening.
 2. "X" shaped door bars allowed.
 3. Parallel bars are allowed.

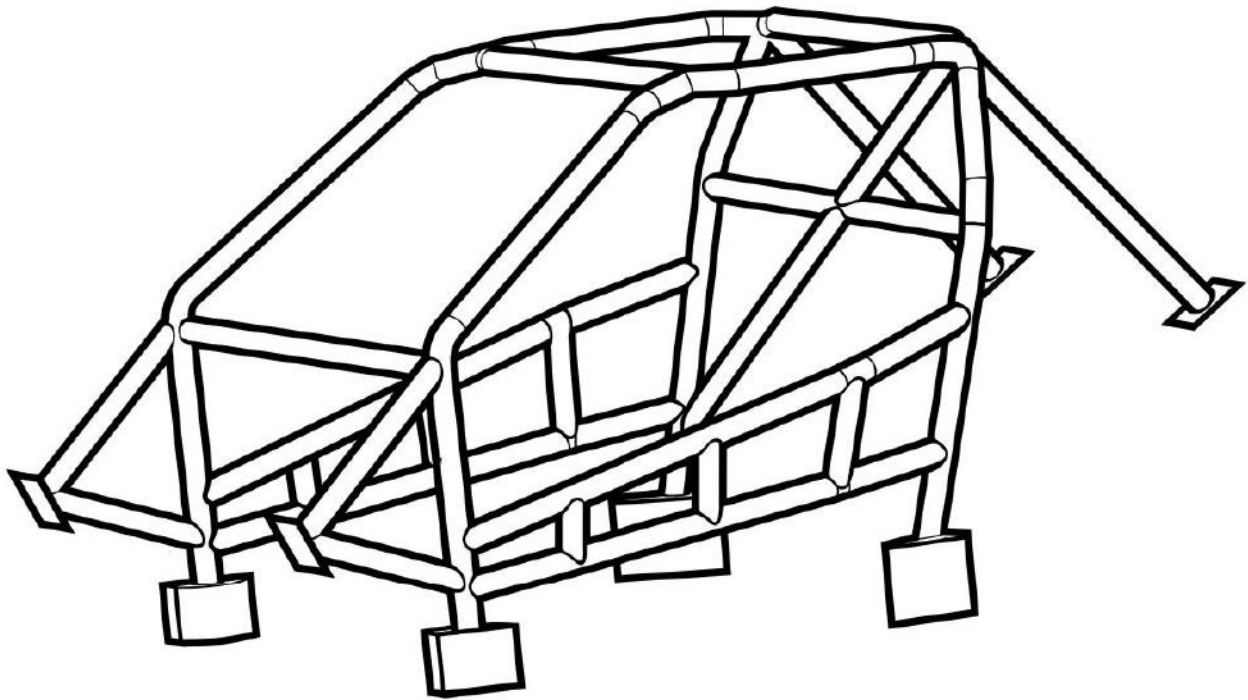
- a. Must connect to the main hoop and extend to the front cage legs.
 - b. They must have a minimum of 2 vertical tube sections connecting the upper and lower bars.
 - 4. "NASCAR" style bars are allowed. See diagrams.
- vii. Cage Mounting Plates
 - 1. Minimum of .080" thick.
 - 2. Must be fully welded to the structure of the vehicle.
 - 3. Must not be greater than 100 square inches and shall be no greater than twelve inches or less than two inches on any side.
- viii. ANTI-INTRUSION or ANTI-WHEEL INTRUSION BARS
 - 1. All vehicles shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel.
- 4. Engine, Transmission, Fuel, Chassis, Steering and Mechanical
 - a. Engine and Transmission Modifications
 - i. Engine, transmission, ECU and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
 - b. Fluids
 - i. All fluid systems must be free of leaks.
 - ii. Catch tanks for the transmission and differential are strongly recommended.
 - c. Exhaust
 - i. Exhaust modifications are free but must meet the DB Rule of 90 db at 50 feet. Failure to meet this will result in not being allowed to compete.
 - d. Cooling System
 - i. Cooling system modifications are free.
 - 1. a one (1) quart minimum capacity sealed catch can is required.
 - 2. Cooling systems must be filled with water. Water wetter allowed.
 - 3. Cooling system lines routed in any area open to the driver must meet the following
 - a. Must be separated by a crushable metal enclosure made from .036 steel or .059 aluminum.
 - b. The floor of the enclosure must be designed to prevent accumulation of fluids
 - e. Oiling System
 - i. Oil storage tanks must be protected by a crush zone. Tanks that do not have acceptable crush protection must be surrounded by a 10mm thick crushable structure.
 - 1. Oil tanks located in any area open to the driver must meet the following
 - a. Must be separated by a crushable metal enclosure made from .036 steel or .059 aluminum.
 - b. The floor of the enclosure must be designed to prevent accumulation of fluids.
 - f. Brake System
 - i. The primary braking system must operate all 4 wheels.
 - ii. Secondary brake systems are allowed.
 - g. Steering System
 - i. Steering modifications are free.
 - h. Wheels and Suspension
 - i. Wheel bearings, shocks, steering and suspension must all be in good operating condition with no excess play.
 - ii. No broken or missing lug studs or nuts are allowed.
 - iii. No damaged wheels that pose a safety hazard.

- iv. Beadlocks, wheel screws or any additional form of attachment device between wheel and tire is prohibited
 - i. Electrical System and Battery
 - i. A master electrical switch is required.
 - ii. Battery must be securely mounted. Subject to Tech approval.
 - 1. Batteries moved from the factory location must be enclosed in an approved battery box and vented properly.
 - 2. Positive battery terminal must be covered with an insulating material.
 - iii. OEM Lights
 - 1. All OEM lights must remain in place, Headlights, taillights and brake lights must function normally.
 - 2. Brake lights and taillights may only be red, tinting is prohibited.
 - 3. Rearward facing strobe lights of any color is strictly prohibited.
 - 4. Any variation of red and or orange colored headlights is prohibited.
 - 5. The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.
 - j. Fuel System
 - i. Metal fuel filters are required.
 - ii. Fuel cells meeting SFI 28.1 or FIA FT-3 are recommended.
 - 1. Fuel Tank/cell must be separated from the driver's compartment by a sealed .036 steel or .059 aluminum bulkhead
 - 2. Must have a rollover valve installed.
 - 3. Dry break fuel filler attachments are allowed. Must be properly fire walled from the driver's compartment.
 - 4. Vents must exit outside of the vehicle.
 - 5. A positive locking fuel filler cap must be used.
 - iii. No fuel lines may run through the driver's compartment.
 - iv. A firewall must separate all fuel tanks and/or fuel system components from the driver's compartment.
 - v. Two (2) throttle return springs are required on all carbureted engines.
 - vi. NITROUS OXIDE
 - 1. Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.
 - 2. All Nitrous bottles must be recertified every 5 years and stamped.
 - 3. All Nitrous bottle must be stamped with minimum DOT -1800 pound rating.
 - 4. The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.
 - 5. The use of plastic bottle brackets is prohibited.
 - 6. Nitrous bottles located in the driver compartment must have a "BLOW DOWN TUBE" which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).
5. Tires
- a. There are no limitations on size, treadwear, or quantity of tires to be used for competition.
6. Occupant Safety Equipment
- a. Helmets must be worn during all on track sessions & must meet the following criteria.
 - i. DOT rated full-face style helmets with head and neck restraint provisions.

- ii. Must be free of any noticeable damage.
 - iii. Must cover temples and ears.
 - iv. Evergreen Drift Tech Officials decisions are final. If they are not comfortable with your helmet you will not be allowed to use it.
 - v. SA2010, SAH2010 or SA2015 or equivalent helmet Highly Recommended.
- b. Eyeglasses
 - i. Any corrective eyeglass material used shall be of safety glass-type, and meet U. S. Government standards.
- c. Driving Suits must be worn.
 - i. One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 2000 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
- d. Seats
 - i. Commercial style one-piece bucket style race seat required. Homologated to FIA standard 8855-1999.
 - ii. NASACR style aluminum seats are allowed with approval from the Head of Tech.
 - iii. A head rest is required. Full containment seats are highly recommended.
 - iv. All seats must be securely mounted.
- e. Seat Belts
 - i. A minimum five-point system designed for use in automobiles is required. The system consists of a two or three in lap belt, three-inch shoulder straps or two-inch shoulder straps when used with an approved SFI 38.1 Head and Neck Restraint, and a single or double sub strap with a minimum two-inch webbing.
 - ii. All Harness belts must meet either SFI or FIA Homologations.
 - iii. SFI Certification – Harness systems may be certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s) on shoulder belts, lap belts and sub-straps. Each harness is punched with the year and month of manufacture.
 - 1. SFI Certification shall expire (5) years after the punched month and date on the belt. Replacing belts every 2 years is highly recommended.
 - iv. FIA Certification – Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s) on each element of the belt. FIA belts are dated with an expiration year with the belts expiring on December 31st of the year punched or printed on the FIA tags.
 - 1. FIA belts have a certification period of 5 years plus the remaining months of the year purchased.
 - v. All seat belt systems are to be mounted according to the manufacturer's instructions or to the SFI Guide to Seat Belt Mounting.
- f. Arm Restraints
 - i. Competitors may choose to use arm restraints in lieu of windows or a window net.
 - ii. Competitors with convertible vehicles must use arm restraints.
- g. Head and Neck Restraints
 - i. A head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are required at all times on track during practice and competition.
 - ii. SFI 38.1 devices must be recertified by the manufacture or authorized manufacturer representative every 5 years. Each certification is good for 5 years from the month and year punched on the SFI label.

- iii. FIA 8858 devices do not require recertification however the dating year printed on the tether must not be more than 5 years old.
 - iv. After any significant impact, it is recommended that the device tether be replaced.
- h. Fire Suppression
 - i. All cars must be fitted with a minimum of a two (2) lb fire extinguishing bottle.
 - ii. Must be mounted in the driver's compartment within easy reach of the driver while fully belted in.
 - iii. Bracket must be securely mounted.
 - iv. The mounting bracket must be a quick release type.
 - v. Extinguisher must be rated at least 10 BC.

NASCAR Style Cage Examples*



*Must have diagonal tube in the main hoop and anti-intrusion bars.

RULE BOOK DISCLAIMER

These rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be in compliance with these rules and regulations. All rules are subject to the interpretation of the track officials. Any equipment the officials consider exotic or not in the interest or intent of the rules will be considered not legal for competition.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, official or others. The Technical Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car always conforms to all rules and regulations.

It is the responsibility of the competitor to make sure they know how to properly install, maintain, and use their personal and vehicle safety gear.

SPECIAL NOTE

All participants are expected to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to compete until acceptable. All car construction rules will be decided by Evergreen Drift tech inspectors. Their decisions are final.