

as washing it! If you don't dry your car, you will be left with water spots on the glass and paint, which can eventually etch into the paint, being very difficult to remove. If you have a squeegee, you can remove a large amount of the water before drying with your towel. Simply squeegee the water off in straight lines starting with the roof and moving down the vehicle. Now use your microfiber drying towel and dry the vehicle by wiping each panel in back and forth wipes. You will want to start with the windows and the mirrors to prevent any unsightly streaks or water spots. After you have dried the outside of the car, you will want to take one of your microfiber towels and wipe down the door jambs of all of your doors, trunk, gas filler door, etc.; this prevents any drips from water that is hiding in these areas. Lastly, you will use another microfiber towel to dry your wheels. You should always dry your wheels with a different microfiber towel just in case there is still brake dust so that you are not spreading it to the rest of the car.



Now use your microfiber drying towel and dry the vehicle by wiping each panel in back and forth wipes. You will want to start with the windows and the mirrors to prevent any unsightly streaks or water spots.



After you have dried the outside of the car, you will want to take one of your microfiber towels and wipe down the door jambs of all of your doors, trunk, gas filler door, etc.; this prevents any drips from water that is hiding in these areas. Lastly, you will use another microfiber towel to dry your wheels.

And that's it! You now have a shiny, new car ready to hit the road or track! Pat yourself on the back, snap a few pictures (or several if you're like me), and get ready for clean-up. You will want to thoroughly rinse all of your tools and buckets and lay everything out on a clean towel to dry. You don't want to lay your washing mitts or microfibers on the ground or a wood surface; this increases the chance of them picking up small imperfections that can damage your paint.



Have any questions? Have a suggestion for another article in the series? Let us know!

And that's it! You now have a shiny, new car ready to hit the road or track! Pat yourself on the back, snap a few pictures (or several if you're like me), and get ready for clean-up.

Plasti Dip 101 & How to Care For It

By Taylor Haney, Photos by Mark Brylo & Taylor Haney



Whether your car is lifted, slammed, bagged or stock, Plasti Dip® seems to show up everywhere these days at car shows and even on the racetrack.

Plasti Dip® is an air-dry, specialty rubber coating, that is peelable, flexible, non-slip, and very durable. This rubberized coating can protect and cover anything from wheels and emblems, to the entire car, and for less than half the cost of a full paint job or vinyl wrap. The product comes in a variety of colors and options from

the original Plasti Dip® manufacturer or another popular company, **DipYourCar.com.**

This product is durable, lasting up to 3 years, according to DipYourCar®'s website, if applied properly. One of the major issues I see among users of dip is that they don't apply enough coats of the product, and then complain that it doesn't peel up or has ruined the finish. From the beginning, the manufacturer recommends 4-5 coats minimum to ensure easy removal if you get tired of the color. Doing this



many coats, especially when applying to an entire car, ensures that the dip will be easy to remove in large chunks rather than tiny pieces. Also, it is recommended on new car paint jobs that a test spot be performed to ensure the preservation of the original finish.

So what about weather and in racing situations?

DipYourCar®'s website claims that the Plasti Dip® product is "extremely resistant to the elements, including sun exposure, winter ice, cold, salt etc." This would come in handy for nice wheels, bumpers or anything that you don't want corroded in the winter months. It's important to note that Plasti Dip® needs a clean, rust-free surface in order to function as a preventative coating. Any rust that exists will still show through the dip just as it would for paint.

For racing, Plasti Dip® is resistant to hot conditions rated up to 200

degrees. This would be a great solution for those who compete in road racing, off-roading or rally. However, this is NOT safe for painting brake calipers or engines. Use only specialized paints for extreme heat applications.

Can I apply it myself?

The Plasti Dip® kits sold by DipYourCar.com make it easy to get started, and has excellent customer service. In addition, there are many local paint shops that are now offering Plasti Dip® services. This ensures that the product is applied correctly and evenly the first time. Dip is sensitive to temperature and conditions during application, and must be applied at the same time for all-over car situations. Brad Keller, a DipYourCar product support tech, said when applying the product, "Not in direct sunlight, above 65 degrees, not during changes in temp/humidity such as when a storm comes through."

In addition, Brad said that getting

dip to stick to chrome finishes can be "tricky." However, he advised that a properly prepped surface is key to how well it adheres.

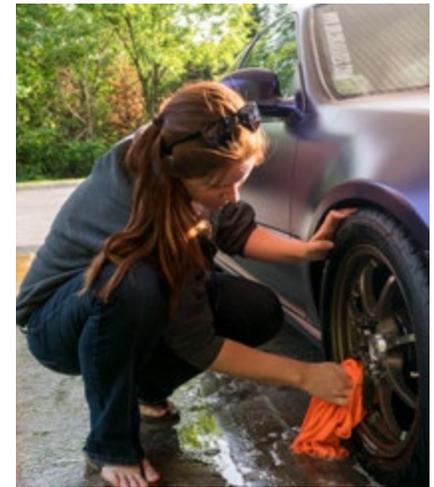
One personal disclaimer, do you and your car a favor, and skip the rattle can version. Using the type of 'dip in a can' solution can cause unevenness in the application of the product, and creates more of a spray can effect rather than a smooth paint job. Professional grade plasti dip products come in gallon containers that are used in a paint sprayer. Either teach yourself how to use a paint gun that can handle the thicker dip product, or have a professional apply the full car dip coating. You'll be much happier with the result.

For more information and resources on how to apply Plasti Dip® and whether it's right for you, refer to DipYourCar.com's FAQ page.

How to Take Care of Your Dip Coating

Washing a dipped vehicle is a similar process to washing any other vehicle. However, the difference is in the product you use. Theoretically, you could wash with regular car soap or all-purpose cleaner (Simple Green is a great one), but you would not be guaranteed to have your dipped car protected. Stay Fresh Car Care®, for example, sells a dipped car cleaning kit that includes their Dip Wash, Dip Shield, and Dip Detailer along with microfiber towels and applicator pads.

Typically, I notice that my car needs a wash every week to two weeks depending on weather and road conditions. This can also vary by the color of your dip, and whether a protectant, like Stay Fresh's Dip



Shield, was applied to the dipped surface.

Unlike paint, buffing or washing in a circular motion is unnecessary due to its matte finish. The rubberized coating is textured as you rub against it, so you may have to apply some pressure as you rub in the product. For car show season, Stay Fresh makes dip specific products for touch up jobs and further preservation of the dip's shine.

One criticism I have for dip is that things like tree sap, sunscreen (found this out this summer), and bugs can be difficult to come off of the coating. Also an important note is to avoid getting gasoline on the dip **at all costs**. I've already had some spillover around my gas tank door, and is starting to show some of the coats underneath. In addition, around my key lock, scratches are starting to show up very easily. This may be a benefit to paint, since generally small hairline scratches like light key marks can be buffed out. This is not the case with Plasti Dip® without re-dipping that part of the car.

We hope that this dip care guide serves and informs you on your decision on whether dip is the right product for you.



On right, result after applying Dip Shield versus left side without product.

I'm Not Just A Girl by COOPER
 CLOTHING • JEWELRY • ACCESSORIES
 a
A BOWERS BLOOMER SPORTS MEDIA COMPANY



Designs for the active lifestyle

Available in sizes XS - 4XL

www.ImNotJustAGirl.com





Getting Rowdy With The Boys

Story of a Drift Chick with Kelsey Rowlings

By Taylor Haney, Photos Courtesy of Taylor Haney & Kelsey Rowlings

Although life always presents its own set of challenges, it's with real passion and determination that someone can rise from the ashes and come out stronger. For Kelsey Rowlings, her journey to becoming a Formula Drift driver was met with its share of roadblocks.

This past year was Kelsey's first year in the Pro 2 Class in Formula Drift, which proved to be more challenging than she anticipated. Coming into Pro 2, she only had two months to prep her car coming from Pro-Am, the Formula



How did you get into drifting?

“So I started in 2008, that was when I got my first car; I was eighteen, I was going off to college and I needed a car. I learned what drifting was in high school...when I went off to college, my parents decided to help me out to get my first car. That’s when I got my first 240.”

However, when Kelsey started drifting, her parents didn’t know. In fact, according to Kelsey, her father was especially against the whole idea. Having had bad experiences of his own, like being ejected out of a car from flipping over several times, he was not okay with Kelsey racing.

Just starting out, Kelsey did what she could. Whether it was borrowing wheels, helmets from friends, and sometimes engaging in less than condoned antics, Kelsey said, “I would go back behind the Tires Plus and dumpster dive for tires at one o’clock in the morning.” She had a dream and was determined to drift.

How did your father take the news that you were drifting?

“He was livid, but I convinced him to come out to one of my events like ‘Hey, I suck, but Dad I feel like I can really do this. I feel like this is something that could really work for me.’”

However, after wrecking her S13 240 at a race later on that year, her dad said that was it; Kelsey would get another car to drive to school, but she was done racing. What she didn’t know, was that her parents had

secretly bought her a racing helmet for Christmas.

What did you do after that?

“So for about the next six months, I went without driving at all. I got another 240 that was just an automatic. The plan was my dad said, ‘Do well in school and we’ll think about 5-speed swapping it in the summer in 2009. If you’re really serious about doing this [drifting], I want you to be safe.’”

After a successful semester at school, Kelsey was driving her 240SX home from college for the summer and was unfortunately rear-ended; the car was totaled.

You would think that after two wrecks in one year, Kelsey would be done with getting 240s. Well, she decided to get a third 240 S13 that had an SR motor with suspension upgrades and a LSD (limited slip differential) already done to it.

Can you, the reader, guess what happened next? On her third day driving the car, Kelsey was giving horseback riding lessons (her other passion), and went to pick up one of her students. She stated, “I was pulling out of my neighborhood and a car was about to t-bone me. I saw my life flash before my eyes and I floored it to get out of the way and I got out of control. I ended up hitting a tree.”

Within one year, Kelsey went through three cars.

After all of that, you would think

Drift licensing series. So, Kelsey was coming into FD Pro 2 with a Pro-Am level car; this puts her at a disadvantage because of the power difference between the Pro cars and her turbocharged SR22 motor. Of course, Kelsey didn’t let that hold her back.

For the 2015 season, Kelsey drove a 1995 Nissan 240SX SE (S14) with a turbocharged SR22DET built by Mazworx. This car has a great deal of history with Kelsey, having been her drift car for six years now.

Before getting into Pro 2, Kelsey competed in the Streetwise and Lonestar Drift Pro-Am series. At this point she wasn’t going for her license, but was only trying to get her feet wet in competing. Kelsey stated, “I was going for experience, track time, that kind of thing.” It wasn’t until 2015 that she started shooting for a Pro 2 license.



Kelsey was ready to hang her hat up. “I had a really rough start,” she said, “and most people would’ve quit, but I was so sure that it was something I wanted to do, that I got another car. Luckily I had insurance and that saved me.”

This time, she got a 1995 Nissan 240SX (S14), took the stock SR motor out her third S13 240 and rebuilt the motor as she continued to learn how to drift. Kelsey stated, “That’s the pink car I have now. I’ve been driving that car for six years and the block is the same one in that original S13 that I wrecked. So all that bad luck in that first year paid off.”

How was the 2015 year for you?

“We had a really rough year because we did 2 Pro-Am series within a year; we didn’t have a lot of time between the second Pro-Am series and the FD Pro 2.”

Kelsey only had two months to prepare for Pro 2, which isn’t nearly enough time to build a new car, motor or do anything else that may need to be done.

“In Orlando, we broke a rocker arm after two practice laps and I had to qualify on my third lap. I was able to qualify; luckily it was my home track,” she said. However, Kelsey greatly underestimated the amount of power her competition was putting down. Kelsey said, “I had to go up against Alex Halburn, who has the 1200 HP BMW and I’m over here with just under 500 HP going, ‘I think I can, I think I can.’”

Next was Seattle, where in the second practice run, Kelsey blew a motor. She stated, “I lost compression, but not completely, thirty psi in cylinder one and ninety in cylinder four, and there was just no way to get it around that bank with limited power.” At that point, Kelsey was just interested in saving the block because the Texas race was right around the corner. Kelsey and her crew had a week to go home, rebuild a motor and get back on the road to Texas.

They made it to Texas, but there were a few mishaps. At the Texas Motor Speedway, they have what Kelsey refers to as ‘rumble strips,’ coming past the second inner clip of the racetrack, where she says, “You’re supposed to take the car wide through; if you go just a couple inches too wide, you hit right where the ‘rumble strips’ start. So the dirt that is dug out there, you’re basically hitting a curb.” Because of the ‘rumble strips,’ Kelsey ended up breaking two wheels, a differential and bending a lower control arm from just going that hair too wide. She then stated, “That bit me in the butt, so right before qualifying we had to change the diff and my spare diff was a different gear ratio.”

This is a major problem considering torque is the key in maintaining a strong slide through the turns. Kelsey said, “I was running a 406 and I had to go to a 408, so that dropped me about 2,000 or 3,000 RPMs, and I had to go into qualifying not knowing where I’d be throughout the whole course.”

In her second run, Kelsey linked the



course up perfectly up until the last turn, when the car really wanted her to downshift and she wasn’t ready. Once she came around that corner, her car was no longer within its power band. “Everyone says that if I had finished the course, I would have probably placed top six in qualifying,” she stated.

The final run took place at the Irwindale Speedway. Kelsey already felt like the car wasn’t up to power; it was overheating at a staggering 266 degrees after one run, even with an electric water pump running.

“I was so scared we were going to blow another motor,” she said. This coupled with steering bind issues due to the new tire rods and spacers up front; it all proved very frustrating for Kelsey. However, this did not stop her, she completely bled the cooling system which attributed to the possible issue due to air bubbles. She also took a coupler and duct tape and made what she calls a ‘make-shift, redneck, bump stop’ on the lower control arms. However, back on the track, she still faced the overheating problem.

The icing on the cake was when Kelsey and her team found that runner number one on her intake manifold was cracked at the weld. She goes on to say, “For some reason, I think we were getting these crazy vibrations that was causing hairline fractures in the weld, so it was causing me to have this major boost leak basically.” Subsequently, she found out that a boost line had also come off.

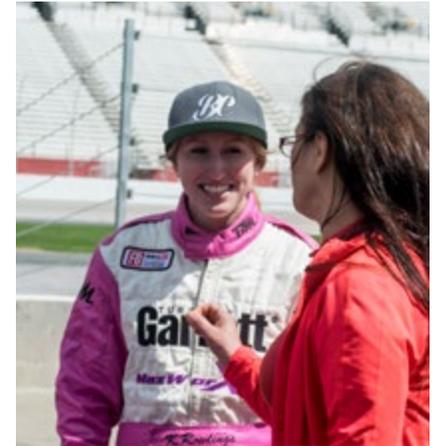
After all of that was fixed, Kelsey



a] 100-150 horsepower basic car; you need coil overs, a working handbrake, a welded or locking diff, and some good front tires...but that should be a given.”

This 2016 season, Kelsey is sure to come out swinging, so watch out for her on the track!

To catch Kelsey in the 2016 season, be sure to watch for Formula Drift Pro 2 events in your area by going to formulad.com.



Kelsey Rowlings slides door to door with Nate Hamilton at the Import Alliance Spring Meet at Atlanta Motor Speedway March 19.

realized her electric water pump had also failed and they didn't have a spare. She said, "We ran to Dave Briggs, who I knew ran the same pump and he had just blown his motor, so he was already out." She bought the water pump off of him and went back out. In the end, Kelsey was at least able to put down a score for both runs she had at Irwindale.

What does 2016 look like?

"Every time it was something we didn't anticipate [in 2015], which is why we're building a new car. I've been racing that car for 6 years and it's tired. So that's what we're going to do for 2016 and come into Pro 2 strong," Kelsey stated.

For the 2016 season, Kelsey decided to go with another S14 Chassis with a Coyote motor from Ford Performance. She initially debated going with a new

chassis as well, but thought it would be too much to get used to right away. With the same chassis, her and her team will already be familiar with the setup.

For someone starting out drifting, what is your advice for them?

"My biggest advice is take it slow. When I first started getting serious about it, I was in my stock KA, coilovers, 2A differential and stock handbrake, and that's all I had. Start with the basics: figure eights, donuts, and work on car control. Once you have car control in the first and second gears, it makes third, fourth, and fifth so much more natural," Kelsey advised.

Another piece of advice she gave, "Don't go straight for an LS motor swap or an SR with 300 horsepower right away; you don't need it. [Just



Import Alliance Spring Meet

Car enthusiasts from all over gathered at the Atlanta Motor Speedway March 19th and 20th for the Import Alliance Spring Meet.

Atlanta Motor Speedway, Braselton, GA - March 19, 2016
By Taylor Haney, Photos by Taylor Haney



Car enthusiasts from all over gathered at the Atlanta Motor Speedway March 19th and 20th for the Import Alliance's Spring Meet. In previous years, this event attracted 8-10,000 people, making it one of the largest yearly car meets in the United States.

Import Alliance celebrated its 10th year hosting this massive car meet, and it's 8th year meeting at Atlanta Motor Speedway. This event is meant for car enthusiasts of all kinds, not just imports. Attendees brought what they had, whether it was show-car

ready or still a work in progress, all of them bringing their mutual love of cars with them.

Even though there was no "best overall" award for those that showed up, people surely did not let that stop them from bringing their prized possessions.

For those drift nuts, there were pro drivers offering ride-alongs for a fee. People were lined up waiting for their turn to experience the adrenaline rush that drift enthusiasts live for.



Kelsey wasn't the only female out there representing at Import Alliance (IA). **Brianna Booska**, co-owner of Boostka Customs out of Tampa, Florida, was out there shining in her white and teal Mitsubishi Lancer Evolution. Brianna represented Pretty Little Drivers, a women's automotive club, at the event as well as her body shop.

This girl is talented at the paint gun, and a strong, independent woman with a love for all things Evo. Her boyfriend, James Kuhn, shined along with her at IA in the Youtube-famous Evo 8 called Jasmine. The car was made famous by the YouTube channel DudeInBlue, a channel run by David Patterson.



Import Alliance The Ladies



We ran into **Kelsey Rowlings**, a female Formula Drift driver, who came out in her pink 240SX to "get rowdy" with the other drift nuts. She participated in tandem with her partner-in-crime from Enjuku Racing, Nate Hamilton, and even shared some paint! It's all fun and

games, but these cars take the hit.

Be on the lookout for Kelsey Rowlings in the upcoming Formula Drift season with her all new drift car, another Nissan 240sx strapped with a Coyote motor. You guys better look out for this girl!



Bear Dellinger, an import model and avid car enthusiast, brought her toy out to play too! She has quite the impressive collection of cars: a Nissan 350z, a Nissan 240 s14 with a SR20det motor, and her drift car, a Nissan 240 s13 with a RB25DET

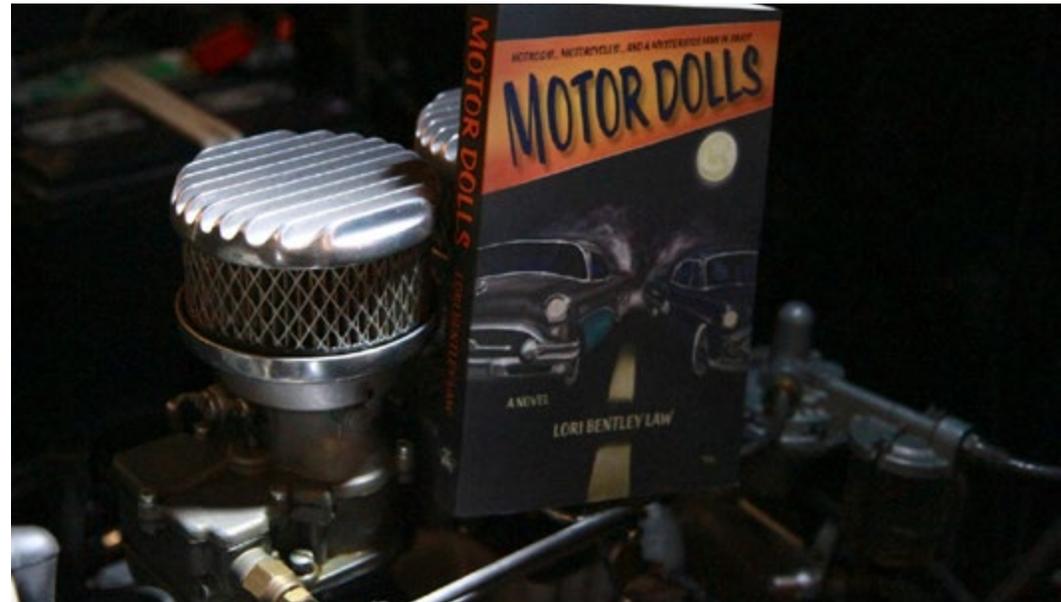
motor. Bear shredded some tires in the s13 both days at IA after not drifting for 6 whole months. She's not looking to get into any competitions at the moment, but be on the lookout for Miss Bear!

Finally, we had a chance to meet up with Pro-Am drifter and stunt driver **Emmalee Muller** to speak with her briefly about the upcoming season. She will be participating in the U.S. Drift sponsored events this year, so be on the lookout for her, too!

To sum it all up, Import Alliance's Spring Meet was the kick-off for car show and race season for many passionate car enthusiasts. Look for us at many more events this year, bringing you the latest automotive women out there shredding and wrenching!



For the FULL EVENT PHOTO GALLERY, check out girlsngarages.com!



HOT RODS, MOTORCYCLES AND MYSTERY WITH LORI BENTLEY LAW

By Tara Hurlin, Photos Courtesy of Tara Hurlin & Lori Bentley Law

“Old cars and trucks resemble a love of history and craftsmanship, coupled with the romantic idealism of how it has survived for decades, centuries even; the fantastic notion that it has lived a life before—and yeah, I know you can argue a thing can't live, but I know different. My Bondorella thrums with life.”

Lori Bentley Law is an award-winning television and news photojournalist for NBC in Los Angeles, California, a talented author, and perhaps the most

happy-go-lucky, down-to-earth car, truck and motorcycle gal I've ever met. She is at her happiest when she can climb behind the wheel of her 1948 Ford pickup named Bondorella or hop on her motorcycle for a bit of adventure.

“The sense of freedom on the open road is pretty darned impossible to describe. My Sporty and I have trekked across the country, burning up tons of miles, and I'm sure we have many other adventures to come — and not just on the Sporty, but on our other two-wheeled beasts as

She adds in classic car and car races in the desert, rebuilding custom vintage motorcycles, ghost towns, downhill luging on skateboards, a mysterious man who knows everything they do, diving into dye tanks, flying in a person kite over Santa Monica Pier and the weather in Belize. Her attention to detail and talent for description is extraordinary and her ability to keep the pace of the story makes it fantastic to read.” – Ali Crean, Blogger

“The Motor Dolls plot is a high velocity who-done-it, guaranteed to get you arrested for speed reading. This is the very definition of a page turner, as it has pages that turn and everything. A must read for aspiring escape artists!” – Scotty Gosson, Author of Rat Rods, America’s Favorite Station Wagons, and Wildest Show Rods

“Hoo-wee! I can assure you this book is as much fun as it sounds. It’s easy to see this book was written by a woman who knows her way around the garage and with a knack for creating believable characters, even in unbelievable situations. Little quirks make the characters seem very real, like someone you know or could easily know. There are lots of zinging one liners that are as amusing as they are true. There’s also beautiful descriptions of girls and their cars or riding their motorbikes at top speed to clear their heads.” – Sheri Bomb, Australian Rockabilly Blogger

“Rich with imagery, this is one of those books that just makes the rest of the world go away it’s so engaging. A story about a pair of car-loving college-

aged gals and good pals during their Summer of Thrills. Not only do I love the adventures and mystery that they find themselves in the middle of, but I love that the two main characters are thoroughly unique, independent, and courageous.” – Kristin Martin, Automotive Journalist and founder of GreaseGirl.com

“I devoured this book on a rainy sick day. It is accessible and easy to read while being very engaging, descriptive and colorful. By the time I was halfway through, I wanted to grab a friend and hop in the car for a road trip. Motor Dolls is a great story about friendship, youth and discovering who you are, with a fun mystery to tie it all together.” – Kat Tessier, Hells Belles Car Club

“Seldom do I fall in love with characters or a story so far from what I would consider my comfort zone, but with Jeda and Benny, you just can’t help it. Excellently written, wonderfully thought out, a perfect adventure of laughs, danger and mystery. Harder and harder to put down as you flip each page.” – Johnathan Denney, Photographer

“Bravo! This story kicks ass, and I have greatly enjoyed getting to know your characters. Your plot is interesting, unpredictable and credible.” – Ed Aubry, Author, Static Mayhem and Caprice



TANDEM LOVE

WHAT IS FORMULA DRIFT PRO-AM?

Words and Photos by Taylor Haney

In our first issue, you heard Rachel Turtz’s story, a grassroots, drifter from New Jersey, and saw our coverage of East Coast Bash at Englishtown Raceway. We want to acquaint you more with the world of drifting and why drifting is becoming a fast growing motorsport to get into for both women and men.

In preparing for every event, even if you’ve done everything to prevent trouble and honed your driving skills, something could still go wrong. The great news for drift enthusiasts is that no professional competitor became pro overnight. They got their start in local events, or “grassroots” as it’s called, getting better until they were ready to move up.

So where is the next level from local track night to semi-pro in the drift world?

Formula Drift Pro-Am (FD Pro-Am)

FD Pro-Am is the Formula Drift licensing series for grassroots drift competitors. There are three classes in Formula Drift: Pro-Am, Pro 2 and Pro 1. To qualify for Pro 2 or Pro 1 class and the license for those events, the driver has to score in the top three at their region's Pro-Am event series.

In previous years, Pro-Am racers would receive licenses and move right into the Pro 1 class with extremely seasoned drift racers. This mix of intermediate drift racers with pro, put the new Pro-Am drivers at a disadvantage. Thus, the Pro 2 class was born.

Anyone that has acquired a license can race either class, but for those who don't want to jump right in with the top racers, the Pro 2 is there. Not to say that the Pro 2 class isn't "up to snuff," these guys and gals are there because they have earned it.



Emmalee Muller sits in her drift car during a qualifying run July 2015. Photo retrieved from Emmalee Muller's Facebook page.

So where are the women amongst the tire smoking action? Meet Emmalee Muller from Atlanta, Georgia.

Emmalee competed in the U.S. Drift series in 2015 with a purple 1993 Nissan 240SX. Emmalee learned about drifting from guys she met at a car meet six years ago and has been hooked ever since.

When asked what she loves most about drifting, Emmalee says, "It's just fun, so much fun. The most fun I've ever had. I never want to do anything else. If I could afford to drift every single day I would. And the community is amazing. Like one big family."

When the car breaks down on the track, Emmalee is the one turning the wrenches along with her dad. She stated, "It's rare that we need someone else's help. I did all the motor work myself with the help of



Formula Drift Pro driver Chris Forsberg conducts driver's meeting at Virginia International Raceway for the Formula Drift Pro-Am series September 2015.

my coworker. My dad's kind of the suspension guy and I'm the motor gal."

As far as Pro-Am, Emmalee told us last year that it has been a real struggle for her. She said, "I missed Round 1 because I didn't want to rush the build; Round 2 was our test day for the car. At VIR [Virginia International Raceway] of all places. I've never had a car with power so it was all new to me and I wrecked."

Just because drivers are in Pro-Am doesn't necessarily mean they're ready. It's all a learning process in which Emmalee is very aware, but that doesn't mean she's lost faith.

So how can you get into FD Pro-Am?

First, find out your Pro-Am licensing event region. For Emmalee, she competed in the Streetwise Drift series, which is mostly southeast-based, but decided to drive with

U.S. Drift this year. No matter what region you compete in, you're still eligible for the Pro license if you make the top three.

Emmalee outlined four essentials when it comes to Pro-Am or grassroots drifting, "Dedication, money, a tire pressure gauge, and just a well set-up car. You want something you can get in and drive and not have to fight with." In addition to this, there are specific regulations that must be met for tech inspection before the race, such as a roll cage. These are outlined for any of the drivers competing and should be reviewed thoroughly.

Feel like you're ready to take your grassroots drift skills to the next level? Check out formulad.com/pro-am for upcoming events, your region, and current standings.

As always keep wrenching ladies and stay sideways!