COMPETITION RULE BOOK

TENNESSEE STATE OF DRIFT
2014 Drift Championship Series Competition Rules and Regulations

1 SERIES ADMINISTRATION

1.1 OFFICIAL MEETINGS

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

1.3 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a PRO/AM DRIFT 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 PRO/AM DRIFT and/or TENNESSEE STATE of DRIFT, to any arbitrator, or tribunal, not provided for in the rules.

1.4 OPERATING AUTHORITY

At drift events, the TENNESSEE STATE of DRIFT competition director has authority for the conduct of all competition aspects of the event. He/She reports to the TSoD commitiee, with all other Drift Officials reporting to him/her.

1.5 INTERPRETATION AND APPLICATION OF RULES

TENNESSEE STATE of DRIFT (TSoD) 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:

1.5.1 TENNESSEE STATE of DRIFT (TSoD) 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.

1.5.2 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.

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

TENNESSEE STATE of DRIFT Competition Series 2014 Sporting Regulations
2. LICENSING
2.1.TENNESSEE STATE of DRIFT PARTICIPANT
All drivers and crew members working in the pits, or other designated high-risk area, must be 18 years or older. Participants 16-18 years old may be admitted upon issuance of a Minor Participant waiver. Privileges may be revoked at any time for non-compliance with this rulebook.

TENNESSEE STATE of DRIFT
2014 Competition Sporting Regulations
1. CODE OF CONDUCT

1.1. Paddock and On-Track Conduct
A driver, crew member or other participant acting in such a way that is considered by a TENNESSEE STATE of DRIFT Official as endangering others may be disqualified from participating in any or all TENNESSEE STATE of DRIFT events. All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. TENNESSEE STATE of DRIFT reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.
3.2.2. Demeanor toward Officials, Staff, and/or Judges
Every TENNESSEE STATE of DRIFT competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the officials or judges will be subject to the same penalties as listed above.
3.3.DISCIPLINARY ACTION
3.3.1. BREACH of RULES
In addition to any other offenses listed herein, the following actions shall be deemed a breach of the RULES:
3.3.1.1. Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

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

3.3.1.3.
Participation in any proceeding, or action, prejudicial to the interests of TENNESSEE STATE of DRIFT, or of automobile competition generally.

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

3.3.1.3 Participation in any proceeding, or action, prejudicial to the interests of TENNESSEE STATE of DRIFT, or of automobile competition generally.

3.3.1.4 Reckless or dangerous driving.

3.3.1.5 Failure to obey direction or orders of a race official.

3.3.1.6 Refusing to cooperate with, interfering with, or obstructing the action of the officials, COMPETITION DIRECTOR, or others in the performance of their duties.

3.3.1.7 Violationofthetermsofprobation.

3.3.1.8 Public criticism of a series, its officials or sponsors.

3.3.1.9 Unsportsmanlikeconduct.

3.3.1.10Physical contact with intention to harm any participant, or official, or the threat of same.

3.3.1.11 Inappropriate, objectionable, threatening, or profane language, and/or gestures.

3.3.1.12 Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL INSTPECTOR, or the COMP DIRECTOR.

3.3.1.13 In cases of extreme misconduct, TENNESSEE STATE of DRIFT reserves the right to take any other action deemed necessary.

3.3.2 PENALTIES

3.3.2.1 Any participant, official, entrant, or other person violating these rules, or the Supplementary Regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the TENNESSEE STATE of DRIFT RULES AND REGULATIONS. The authority to assess penalties is not limited to violations occurring during the course of a drift competition.
Before imposing any penalty, the COMP DIRECTOR, or his designee, shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at his discretion.

TSoD DCS
2014 CRR
3.3.2.2 Thepenaltieswhichmaybeassessedare:
Reprimand
• The COMP DIRECTOR, or other authority may impose a reprimand. A reprimand against a TSoD competitor shall be noted in his file, as will be any or all of the following penalties:
Fine and/or loss of prize money;
• A driver's competition privileges are automatically under suspension, and shall remain under suspension until further notified. A driver may be ineligible to participate in a TENNESSEE STATE of DRIFT competition.

Probation of TENNESSEE STATE of DRIFT competition privileges
• The terms of probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized, and FORMULA DRIFT shall retain a copy.
• The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the CHIEF STEWARD shall send a copy of the termination of probation. Probation will be recorded in the driver's file.
Suspension of PRO/AM DRIFT and/or FORMULA DRIFT competition privileges
• The CHIEF STEWARD may impose suspension of competition
privileges for a maximum of twelve (12) months. Delay in surrendering in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.
• When a penalty of suspension is levied, the penalized driver must immediately surrender his Pro competition license(s) to the CHIEF STEWARD, as directed.
10 Version 2009.2 3/30/2009

3.3.2.3.3.
A penalty, or loss of some, or all prize monies due may be imposed.
Any entrant or driver who is disqualified in any competition shall be automatically forfeit all rights to awards in that competition.
3.3.3. Probation of FORMULA DRIFT competition privileges
3.3.4. Loss of points
The DISCIPLINARY COMMITTEE may impose a loss of event points and/or accrued points including rookie, or other sub-competition (e.g. Triple Crown) points if applicable.
3.3.5. Expulsion
The DISCIPLINARY COMMITTEE may only impose expulsion from TENNESSEE STATE of DRIFT.
3.3.7. Application
Consecutive penalties may be imposed loss of prize and a points penalty.
3.3.8. Range of Penalties
The DISCPLINARY COMMITTEE has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.
3.3.9. Amendment of placing awards
In those cases where a penalty of disqualification is imposed, the DISCIPLINARY COMMITTEE shall declare the resulting amendment to the placing and awards, and shale decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

TSoD DCS
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3.4 ENTRIES
Loss of points
• The COMP DIRECTOR may impose a loss of event points and/or accrued points.
Expulsion
• The Board of TENNESSEE STATE of DRIFT may only impose expulsion from PTSoD.
Application
3.3.2.3 Range Of Penalties
The COMP DIRECTOR has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.
3.3.2.4 Publication of Penalty
TENNESSEE STATE of DRIFT shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against TENNESSEE STATE of DRIFT, or against any person publishing such notice. TENNESSEE STATE of DRIFT will not publisize any penalties on Social media that involve drivers drifting illegaly on public streets. But, will repromaned accordingly.

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the "5- minute rule", withdrawing an entry or vehicle, and making changes and additions to the team's credential list. If the team representative must be changed during the event, the REGISTRAR, TECHNICAL MANAGER, and COMPETITION MANAGER must be notified.

4.5.MEETING ATTENDANCE

TENNEESSEE STATE of DRIFT will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made on the Event Schedule or by other notice (i.e. loud speaker). All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver to attend these meetings shall result in... In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. TENNESSEE STATE of DRIFT may also impose penalties for tardiness to official meetings or appointments.

4.6.GENERAL PIT, PADDOCK, AND COURSE RULES

All personnel working in an area that is designated as "hot" must be adequately attired (closed- toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race. The only exception is that team members are allowed to wear shorts in the "Pre-Grid" area. Team members working in a hot area, must be uniformly attired (matching pants and matching shirts) at all times.

Only personnel with valid TENNESSEE STATE of DRIFT identification will be allowed access to the restricted areas as defined. TENNESSEE STATE of DRIFT identification must be available and visible at all times.

Smoking is not allowed at any time in the specified "hot" areas. Pets are prohibited in "hot" areas at all times.

No personnel may enter a "hot" course without approval from the COMPETITION MANAGER.

The COMPETITION DIRECTOR or his/her delegate is the authority in enforcing start line, grid, pre- grid, paddock, and the competition course.

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

The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on track.

The COMPETITION MANAGER or TECHNICAL MANAGER may order any car removed from the course if, in his/her judgment, it constitutes a hazard to other competitors for any other reason.

Refueling of cars is prohibited in the Pre-Grid or Start areas, or as otherwise specified. Fueling is only allowed in the team paddock space. Extreme caution should be taken when refueling a car that has not completely cooled.

4.7.CHANGES TO RULES AND SPECIFICATIONS

TENNESSEE STATE of DRIFT reserves the right to change any rule, regulation, or specification by written bulletin. These bulletins will be posted at the TENNEESSEE STATE OF DRIFT online bulletin board (refer to Registrar for access). The TECHNICAL MANAGER has the authority to make adjustments to safety specifications at any time if deemed necessary. Drivers are responsible to ensure they conform to the current rules or bulletins. Requests for rule changes from participants are welcomed and must be received at least 14-days prior to the requested effective date.

4.8.FLAG SIGNALS

The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used, but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

GREEN

The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session.

RED

The session has been stopped. Use caution and stop immediately. Overtaking is not permitted. Be prepared to proceed to pit lane if so directed.

TENNESSEE STATE of DRIFT Comp Series
2014 Sporting Regulations

4.10 PASSANGERS
Passangers will nit be allowed to ride durring the competition under any circumstances.

TECHNICAL MANAGER.
5.2.3. A protest against a mistake or irregularity occurring during competition shall be made prior to the start of the following round of qualifying or round of competition (i.e. protesting an irregularity in "Top 16" must be made prior to the start of "Top 8").
5.2.4. A protest against any other action of an official shall be made within 10 minutes of the action.
5.2.5. Judges qualifying scores are not protestable.
5.2.6. The subjective areas of a judge's score and decision are not protestable.
5.2.7. Notification of a protest does not guarantee that the COMPETITION MANAGER will hear the argument. The needs of the operation may take precedent over the protest.
5.3.HEARING PROTESTS
The COMPETITION MANAGER, or his/her designee, shall hear the protest and render a decision as soon as possible. The COMPETITION MANAGER will attempt to give all interested parties an opportunity to comment or provide input. The COMPETITION MANAGER'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.
6. COMPETITION FORMAT- TENNESSEE STATE of DRIFT Competition Series
6.1. GENERAL
Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course or track. Generally the line that is designated by a panel of judges is a line that provides the highest speed and angle the car is capable of handling.

The TENNESSEE STATE of DRIFT Competition Series consists of a scheduled number of meets or Competitoin "Rounds" in which drivers compete in a single elimination bracket of "head-to-head" match-ups. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the "head-to-head" match-ups.
Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the championship order.
The criteria for judging are as follows:
A) SPEED:Speed is a non-subjective criterion. Speed is used by monitoring a driver's speed at a specific part of the course. Each course may have multiple speed capturing areas, but only one area will ultimately be used in scoring.
B) ANGLE: The maximum drift angle at which a driver can maintain and control his/her 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 outter clipping zones. The exact line of each track will be dictated by the judges at each track.
D) STYLE/IMPACT: Style is probably the most important subjective part of the drivers' 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 and individual way. That is the essence of style. Agressive flicks, closeness to walls, extreme angle and extreme proximity to lead vehicle (in case of head-to-head competitions) are examples of how personal driving style can be showcased.

TENNESSEE STATE of DRIFT Comp Series
2014 Sporting Regulations

Line/Proximity, Angle, Speed and Style
3 3 3 1 = 10 points
A perfect score from all three judges will = 30 points

One More Time: There will be a total of 2 “one more times” per event. This will be in an effort to speed up the show.

1st place = 6 points
2nd place = 4 points
3rd place = 3 points
4th place = 2 points
5th - 8th = 1 point

Everyone who reaches the “Great Eight” at each event will be guaranteed 1 point.

Bonus Points: Each driver who attends and competes in all 6 Series Events will receive 6 bonus points.

B) Errors that constitute an automatic zero (0)
- Loss of drift - Includes: Spin, straightening, understeer.
- Opposite drift - Performing a manji where constant angle is required.
- Two tires off - Two of the car's tires have gone outside of the designated course outline.
- Hood, hatch/trunk and/or doors opening during a run - Any of the body parts listed have opened during a run.
- Wall hit - Contact that causes an abrupt change in the vehicle's angle, line or speed and/or causes a spin.
- Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tires off, as listed in C above. These areas will be discussed in detail prior to Qualifying in the driver meetings.

C) Clipping Zones and Course Markers
Cones or other similar marking will designate all clipping points and zones. Anytime an inner clipping point 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 zone 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.)
Course markers that are laid out to designate the outer lines of the course are not to be hit by vehicles at any time in competition. Hitting the markers is considered going off course and a deduction or a 0 may be awarded. Judges will specify in the drivers meeting how they will treat each specific track.
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 flow of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain proper 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.

D) In the event of a tie, the driver with the higher speed in the designated speed zone will be placed in the higher position.
E) In the event that qualifying cannot be completed, such as a rain-out or other circumstances, qualifying order will be established by rank.
F) In the event of rain or weather that does not cause cancellation of qualifying or head-to-head, the judges have the right to make adjustments to the criteria of judging and to subsequently disseminate this information to the spotters and drivers.

6.3. TANDEM ELIMINATION ROUNDS
Tandem rounds are based on two (2) runs, in head-to-head format, with competitors paired up based on qualifying position. The higher qualifier will lead the first run and the second led by the lower qualifier.
A) Lead Car
The lead car is to drift the course using the speed, line, angle and style as defined by the judges for qualifying. Typically, the lead car should drive 90 percent of his/her qualifying run(s) and focus specifically on hitting all clipping point and zones with the maximum line, angle, speed and style as possible.
B) Chase Car
In general, the chase car needs to treat the lead car as a moving clipping point and showcase more angle and style while in chase. **With regards to speed, a chase driver may get as close to the lead car as possible as long as the chase car's front wheels DO NOT reach in front of the lead car's front wheels. In essence, if done properly, a chase driver can be door-to-door with the lead car without being in violation of being on a lower line.** For a chase car to show true dominance to the lead car, the driver must follow the line the lead driver chooses, maintain consistent and larger angle than the lead car and use speed to maintain consistent and close proximity to the lead car.
C) Passing
Passing is allowed in TENNESSEE STATE of DRIFT. Passing is allowed anywhere on course as long as the lead car is clearly off the line the judges have specified. Any passing that occurs outside the scope of the aforementioned criteria will be deemed illegal and constitute an equivalence to a zero (0) run.
D) Two or more of the following items constitute an automatic zero in tandem: - One wheel off course
- Straightening
- Hitting an inner clipping point marker
- Double entry - Abrupt stop - Stalling
E) Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tires off. If a driver hits these cones, he will automatically be given a Zero score, as he will be deemed "off course". These areas will be discussed in detail prior to Qualifying and Tandem competition in the driver meetings.

6.4 COLLISIONS

Vehicle contact in drifting is something that TENNESSEE STATE of DRIFT recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

A) LEAD CAR:

The lead car is required at all times to 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. Typical speed for a lead car 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.

B) CHASE CAR: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. 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) DAMAGE DUE TO CONTACT:

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 "COMPETITION TIME OUT." A Competition Timeout is five (5) minutes in duration. 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. (NOTE: This does not prevent teams' ability to call a Competition Timeout for other purposes). In the spirit of time and the show, the COMPETITION MANAGER also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The COMPETITION MANAGER will re-assess the vehicle between subsequent head-to-head match up's or even at the end of the round.

In most cases TENNESSEE STATE of DRIFT will encourage teams and drivers to finish the head-to-head matchup, 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 TENNESSEE STATE of DRIFT 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.

D) If both the lead vehicle and the chase vehicle wreck on the first run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher of the two qualifying scores. If both the lead vehicle and the chase vehicle wreck on the second run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the matchup.

6.5 TANDEM ELIMINATIONS
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. Judges will select from 3 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 a clear majority, a "one more time" will be granted, and the competitors will begin another 2 run head-to-head battle. Contestants will only be given one "One-More-Time."

6.7 COMPETITION TIME OUT
To maintain safety in the competition, during tandem competition runs only, teams may call for a Competition Timeout to make any necessary repairs. Competition Timeout's are not to be used for strategic purposes. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of five (5) minutes and are to be administered by the COMPETITION MANAGER.

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

Teams may only use one (2) Competition Timeout throughout the competition. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed either trackside or in the pit, the pre-grid or hot grid.

6.8 TOP 32 FORMAT
32 drivers will compete in single elimination head-to-head battles and win his/her way through a standard 32-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.

TENNESSEE STATE of DRIFT Competition Series
2014 Sporting Regulations

The following points outline the basic standards and requirements for your vehicle to pass the technical inspection. Specific technical requirements will be detailed in the various appendices of the GCR as well as in the supplementary regulations issued for the event or series in which you wish to participate. Again, please be sure that your vehicle is capable of passing this scrutineering process before attending the event. If this requires a visit to a local mechanic or to a friend, do so. It is only for your benefit.

1) Wheels and Tires
a. Tires must have tread as intended per the design and not show any damage or undue wear
b. Tire brand, model, and size must be the same per axle.
c. All lug nuts must be tightened to no less than 80ft/lbs of torque (or other manufacturer's spec), with at least 4 turns on the thread.
d. Lug nuts must be present at all studs on the hub.
e. Hubcaps/trim rings and other decorative attachments must be removed.

2) Brakes
a. Pedal pressure must be firm.
b. Brake fluid level must be acceptable.
c. Brake lines must appear to be in good shape. d. All brake lights must be functional.
e. Brake pads must not be excessively worn.

3) Engine
a. There must not be any active fluid leaks.
b. Radiators must have an overflow tank.
c. The battery must be fastened securely with a solid tie down. No elastic/bungee-type cords will be permitted. Relocated batteries must similarly be fastened securely. Batteries relocated to cabin compartments not isolated from the occupants must either be in a sealed (and appropriately vented) case or must be a sealed battery.
d. Exhausts must be sufficiently supported and attached to the vehicle.
e. All vehicles must be muffled adequately as per the requirements of the venue.
f. Throttle linkage, cable, and pedal must be in good working order.

4) Safety Equipment
a. Convertibles or other open-top cars are strongly recommended to have at least 4-point roll protection (roll bar). A driver's helmet must not protrude from a line drawn between the main hoop and the A-pillar.
b. Soft tops must be down and secured. Hard tops are allowed.
c. A minimum of a 3-point seatbelt must be installed and utilized by the driver and any passengers or instructors. It must be in good working order and not exhibit any undue wear or stress.
d. 4 (or more) point belts, when installed, must utilize only manufacturer approved mounting methods. Shoulder belt angles may not exceed 90 degrees from horizontal or 30 degrees from vertical. Belts must be in good working order and not exhibit any undue wear or stress. The maximum age for approved restraints is 5 years.
e. A Snell Foundation approved helmet with a rating of 1995 or better is required. Loaners will not be available. Equivalently rated equipment from other organizations will be permitted.
f. Long pants and long sleeves are strongly recommended. Closed-toed shoes are required. g. Windows and windshields must be free of cracks or breaks over 1" in length, or 0.5" in diameter

5) Steering/Suspension
a. Steering linkage(s) must be in good working order.
b. Steering wheel play must not be excessive.
c. Suspension components must be installed properly and not exhibit excessive wear. d. Wheel bearings must not exhibit excessive wear.

6) Body/Aerodynamics
a. All body panels are required to be present and attached securely.
b. There must be at least one accessible and visible tow-hook present on a vehicle.

7) Miscellaneous
a. All floor mats and other loose items must be removed from the cabin. This includes floor mats that attach with a factory hook.
b. There may not be any exposed/frayed wires on the vehicle.
c. Exposed lighting should be taped properly as per the regulations of the event site.
d. Numbers and/or distinguishing markings on doors should be large and easy to read from a distance and at speed (where required).

8) Additional Recomended Requirements for Tandem Participation

a. Helmets (required)

i. A fullface DOT approved (Snell Foundation recommended) helmet with a rating of SA00 or better is required. Equipment equivalently rated by other organizations will be permitted.
b. Driving Suits, clothing (recommended)
i. A driving suit with a minimum SFI rating of SFI 3-2A/1 and made of fire-resistant material is required. Two-piece suits are permitted. Driving suits must cover the body from the neck to the ankles and wrists and be in good condition.
ii. The following are accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fy-pro, PBI, Kevlar, Proban, or any suit carrying an SFI 3-2A/1 or higher certification patch. The following specific manufacturer's material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400 iii. Gloves that cover the entire hand and extend over/under the cuff of the fire suit are required.
iv. Long socks that cover the entire foot and ankle and extend over/under the cuff of the fire suit are required.

c. Occupant Restraints
(recommended)
i. All vehicles must be equipped with a five- or six-point harness meeting current FIA/SFI specifications.
d. Rollover/Collision Protection
(recommended)
Required on all convertibles
i. A roll cage must be present with at least 6 attachment points to the vehicle. It must be equipped with door bars, at least on the driver's side.
ii. Any portion of the roll cage which could come in contact with the driver's helmet must be covered with energy absorbing material (high density) of a minimum thickness of 1/2 inch.
3. Additional Driver Regulations, Regulations of the Venue and Course, and Operational Codes

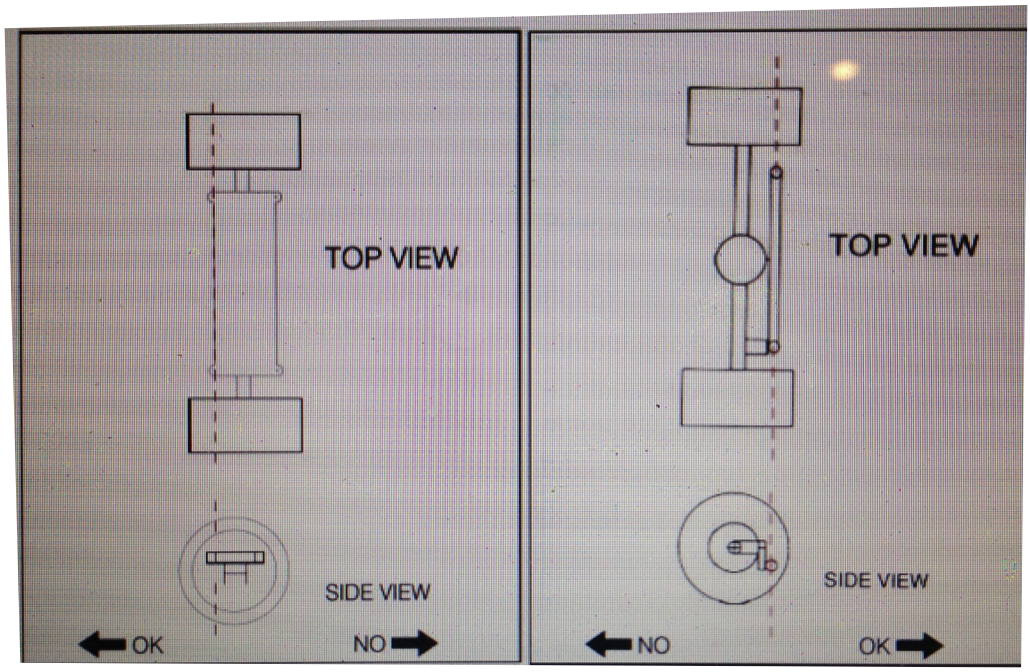
All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must be homologated to FIA standard 8855-1999 or by the SFI.
Sample FIA seat homologation label:

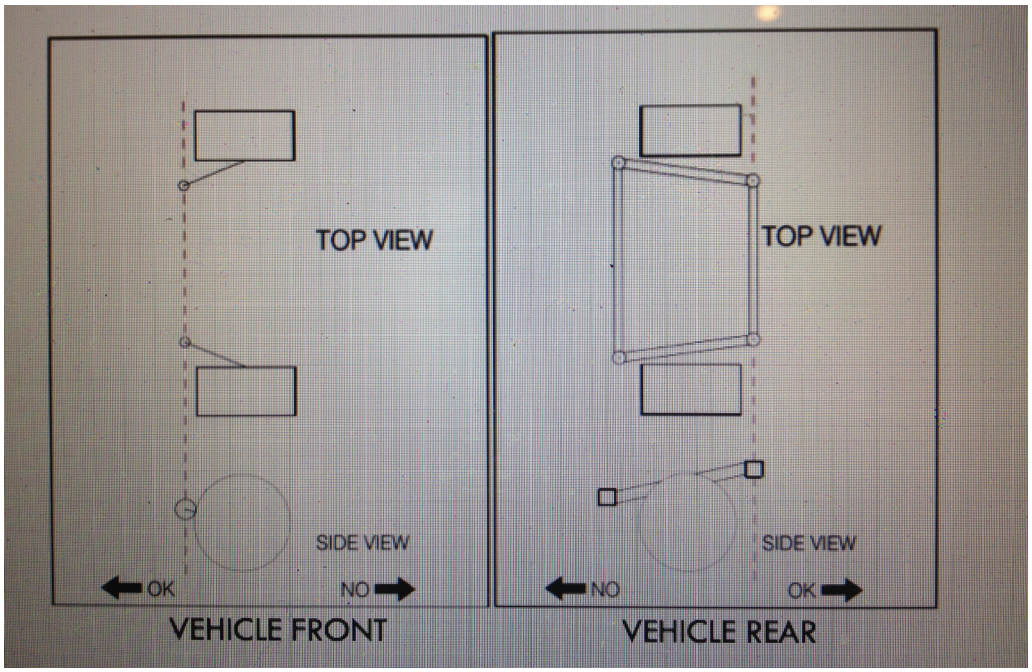
FIA Standard 8855 -1999 ABC Seats Ltd. Model: Super Champion 1996 Homologation N° CS.OO1.96 Date of Manufacture: June 1996

Note: Letters must be at least 8mm high. The homologation labels must be visible

TENNESSEE STATE of DRIFT Competition Series
2014 Sporting Regulations

3. CHASSIS 3.1. CHASSIS
The original OEM floorpan, frame and or unibody must remain unmodified
between the vertical planes created by the original forward most and rear ward most suspension or subframe mounting point. Unibody or chassis may be seam welded.





Vehicles must be made from metal construction. Vehicles with composite frame or unibodies are not eligible. Vehicles with aluminum construction must contact

Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, various tabs and or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel.

Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody only if a suitable replacement structure of equivalent strength is installed after removal of the unibody section.
Modifications of the stock, OEM firewall and transmission tunnel are as follows:

8.2.1.3 All fluid systems must be free of leaks.

8.3 CHASSIS & SUSPENSION
Unibody or chassis may be seam welded.

8.3.2 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.

8.3.3 Modifications of the stock, OEM firewall and transmission tunnel are not allowed. Any holes in the fire wall 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. (See 8.3.3.1)

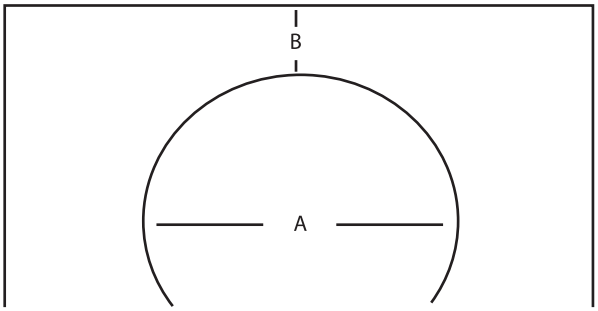
8.3.4 Front cross member and/or front or rear sub-frame
Front and rear sub-frames and cross members may be replaced using same- make, OEM brand family equipment only and may be modified for oil pan clearance.

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

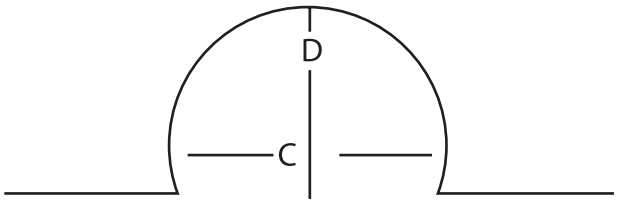
8.3.6 Wheel Tethers
Wheel tethers are strongly recommended on the front and rear wheels.

8.3.7 Steering
Modifications of steering components (steering rack, tie rods, etc) are free.

FIREWALL



DRIVESHAFT TUNNEL



8.4 FUEL SYSTEM

8.4.1 Fuel Cells

The fuel system design is free. Fuel cells are recommended.

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 trans mission tunnel.

Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 36 inches.

No part of the engine casing may cross the vertical threshold of the original firewall into the transmission tunnel. Transmission tunnel may not be cut to create more clearance. No other modifications may be made to the vehicle chassis, frame, or unibody. 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.

Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulk-head.
Any fuel cell must have a flapper valve installed to prevent spillage in the event of a roll over.
8.4.2 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/chassis.
No fuel lines may be routed through the driver's compartment. Unless they are run through a one piece steel tubing from front to back and sealed around the front and rear firewalls.
Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the car. The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with steel or aluminum. Additionally, there shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident.
8.5 ELECTRICAL SYSTEM
8.5.1 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 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.
8.5.2 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 driver's compartment, it must in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box and properly vented and drained.
8.5.3 Lights
All OEM lights and markers must remain in place. Brake lights, tail lights (rain lights), and headlights must function normally.
The use of electrical cut off switches, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

8.6 EXHAUST SYSTEM
Exhaust system modifications are free, but must exit aft of the rear axle or in the original location. Mufflers are required.

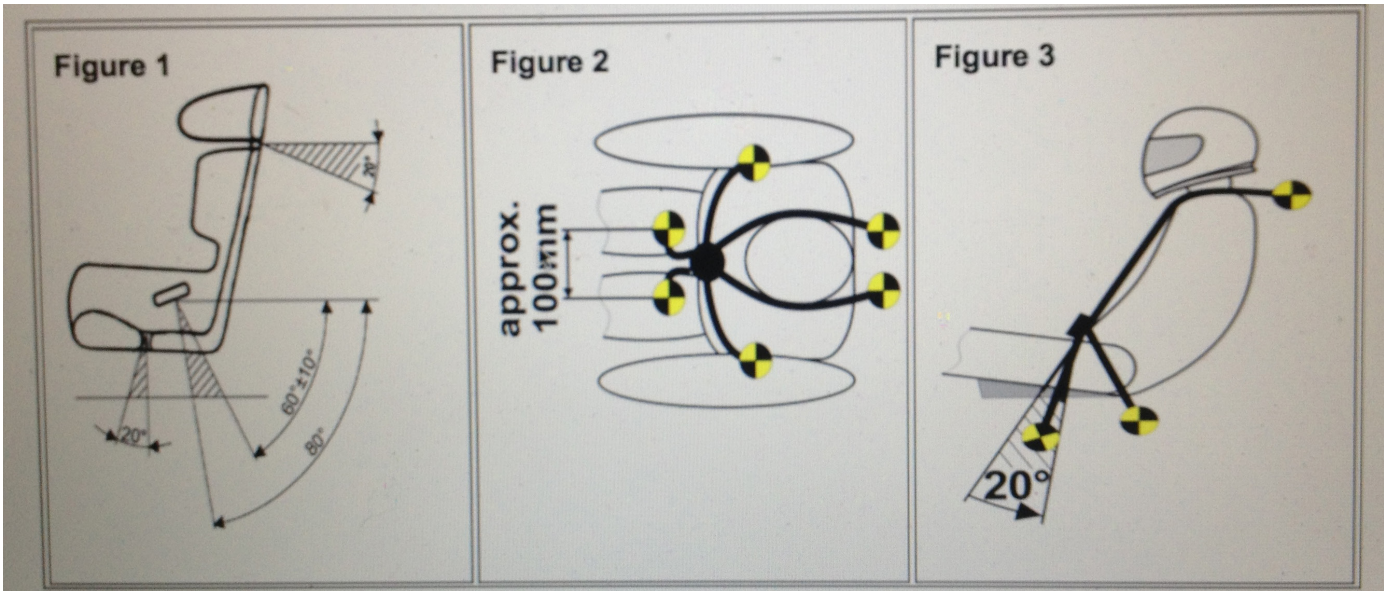
8.7 BRAKE SYSTEM
The brake system must operate all 4 wheels. Dual master cylinders pedal assemblies are allowed. Hydraulic fluid lines may not have removable connectors located inside the drivers compartment Driver adjustable brake bias is allowed.

8.8 ENGINE COOLING SYSTEM
Cooling system modifications are free but must be fully closed and free of leaks.
If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of .036" steel, or .059" aluminum.
The floor of the enclosure must be designed to prevent accumulation of fluids.
Cooling systems shall be filled with water only. "Water wetter" is allowed.

8.10 INTERIOR MODIFICATIONS
8.10.1 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
8.10.4 The modification of gauges is free.
8.10.5 The dashboard must be OEM or OEM replacement. OEM replacement must be same dimension and position of OEM dashboard.
8.10.6 Supplemental Restrain Systems (SRS) must be removed.
8.10.7 Any shift knob may be used.
8.10.8 Interior mirror may be replaced with a multi-plane type mirror, but must not extend beyond the confines of the interior.

8.11 EXTERIOR MODIFICATIONS
8.11.1 Two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended.
8.11.2 All bodywork must be painted or covered, securely latched and/or fastened and not loose in any manner.
8.11.3 Door, quarter and rear window glass must be OEM or clear Lexan with a 3mm minimum thickness and securely bolted in place.
8.11.4 Windshields must be installed and OEM or OEM replacement glass and be free of cracks. OEM non-glass replacement windshields must be a minimum 3/16" thickness and have supplemental, vertical bracing down the center of the opening, mounted inside the vehicle.
8.11.5 Two (2) OEM mirrors for the correct vehicle make and model (left and right) are required, and must be mounted in stock location and must be positioned so that the driver can see objects along both sides of the vehicle.
8.11.6 The outside door latch/lock operating mechanism may be removed or modified. If it is not in the original location, the door must be operable from the exterior and the opening mechanism must be clearly visible and/or marked for access by safety personnel.

manufacturer for re-webbing and 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 manufacturers specifications. If a single anti-submarine strap is used, it shall be mounted in accordance to manufacturers specifications. (Figure 2)



3.2. ROLL CAGE
GENERAL-
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.
Bolt in roll cages are not allowed.
PADDING-
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.
WELDING-
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:

The weld shall have no cracks.

Grinding down of welds is prohibited.

Thorough fusion shall exist between weld metal and base metal.

All craters shall be filled to the cross section of the weld.

Undercut shall be no more than 0.01 inch deep.

No portion of the cage may permeate the firewall and shall be fully contained within the occupant's compartment.

No additional bracing maybe be used between the strut tower and the firewall.

ROLL CAGE MATERIAL-
Roll Cage Material must be Seamless SAE 1020 or 1025 mild steel tubing, DOM, and or chromoly. Please contact TENNESSEE STATE of DRIFT for approval if any alloy material will be used. An approved supplier MUST construct alloy steel cages. ERW tubing is not permitted.

TENNESSEE STATE of DRIFT Competition Series
2014 Sporting Regulations

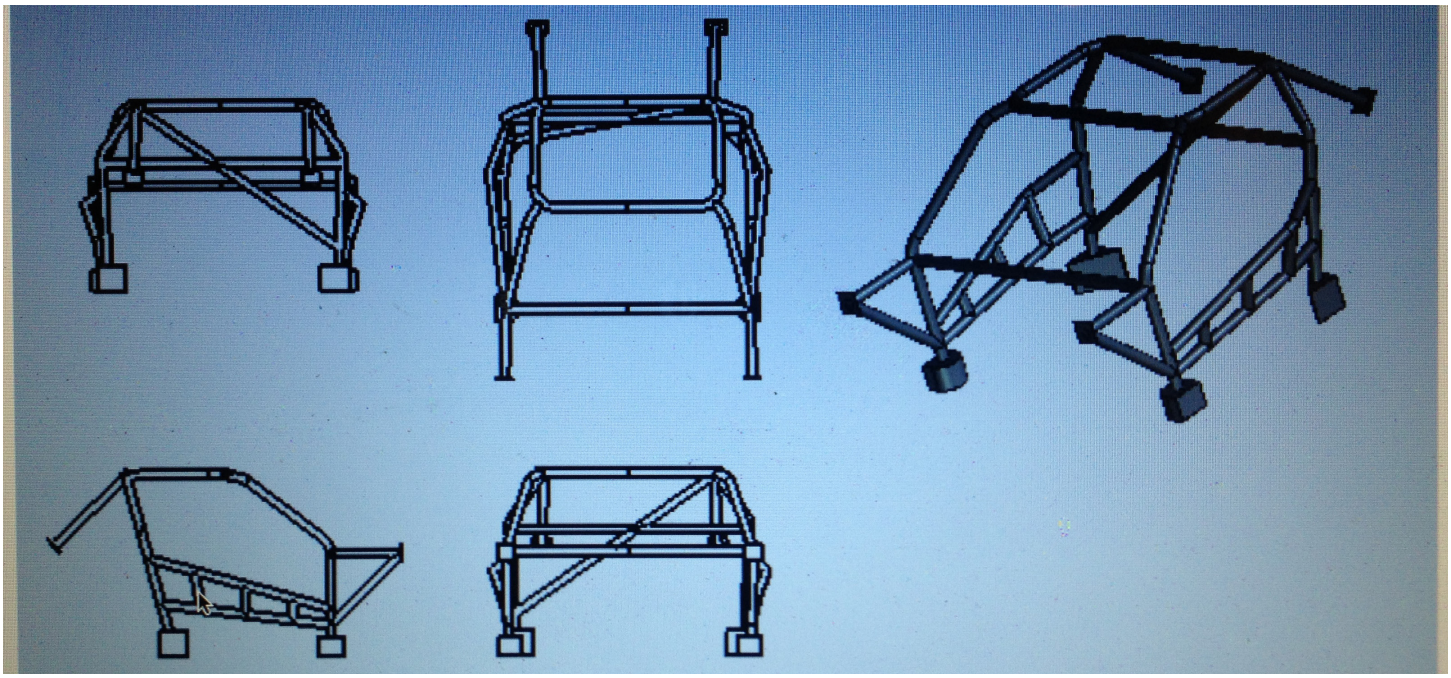
TUBE SIZING-
All roll cage tubing in the requirements listed below must be a minimum of 1.5in x .095. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.

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 ± 10degrees.
The roll cage main hoop should start from the floor of the car and be attached to the chassis/unibody via Mounting Plate specifications.
Diagonal lateral brace is a piece of tubing equal to the roll bar diameter, installed across the main hoop to prevent lateral distortion. This brace must attach to the driver side upper corner of the main hoop, not more than six (6) inches from the radius, and to the opposing leg, not more than six (6) inches from the base plate.
A horizontal brace is a piece of tubing equal to the roll bar diameter, installed behind the driver's seat for the purpose of mounting seat belts. This tube shall be no higher than shoulder height and continue the full width of the main hoop, attached to both legs.
Either the diagonal brace or the horizontal brace must be one continuous piece of tube, with the other attaching to it.
Any number of additional reinforcing bars, gussets or supports is permitted within the structure of the cage.
FRONT/SIDE HOOPS-
The front hoops, side hoops, or down tubes shall begin at the floor.
Several configurations are allowed:
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 ± 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 ± 10degrees.

HALO Configuration: Top “halo” hoop following the roof line in one continuous piece from each side of the main hoop along the top 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 ± 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.
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. 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.
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. The side protection needs to be as high as possible, minimum height of the upper bar must be half height of the door itself.
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.
ANTI-INTRUSION or ANTI-WHEEL INTRUSTION BARS
All cars 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. The anti-intrusion bars or wheel intrusion bars are intended for additional foot protection.
MOUNTING PLATES-
Each mounting plate shall be at least 0.08” 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.

TENNESSEE STATE of DRIFT Competition Series
2014 Sporting Regulations

SUPPLEMENTAL BRACING-
Supplemental bracing is allowed within the roll cage.



Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.

FIRE SYSTEM MOUNTING

All extinguishers must be adequately protected and must be situated within the driver's compartment.
In all cases, their mountings must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire.

TRIGGERING DEVICES

Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.
The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system , by means of a spark proof breaker switch, or a manual push/pull apparatus.
This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.
If the fire system activation switch used by the driver is located within 12" of one of the front door window openings a second fire system activation switch is not necessary.
Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

NOZZLES

The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

SAFETY PINS

The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

9. TIRES

9.1. TIRE ELIGIBILITY

Tires must be DOT approved and have a minimum annual production volume of 2,500 tires available in the United States, at regular retail outlets.
Tires must have a minimum tread wear rating of 140 (UTQG) 17 inch tires must have and MSRP of no more than $500.00 18 inch tires must have and MSRP of no more than $750.00

or a piece of clear Lexan or other polycarbonate material, in place of both front window openings whenever the car is on-track.

8.11. ARM RESTRAINTS
Occupants may choose to use arm restraints in lieu of the required window or window net.
Occupants of open cockpit cars must use arm restraints

8.12. HEAD AND NECK RESTRAINTS
Head and neck restraints certified in accordance with SFI 38.1, FIA 8858- 2002 or 8858-2010 are recommended.

8.13. FIRE SUPRESSION SYSTEM
All cars must have an on-board fire extinguishing system.

The bottle must be mounted so that it can be removed easily for verification of full charge by weighing.

A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment.

If the fuel cell compartment is under the car, or the stock fuel tank is being used, the third nozzle shall be pointed at the point where the fuel lines come into the cockpit. If no fuel lines enter the cockpit, the nozzle shall point at where the fuel/sender lines come off fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified every two years. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.

APPROVED FIRE EXTINGUISHER SYSTEMS
Those approved by the FIA on Technical List No.16

Those systems having been certified to SFI spec 17.1
Note: while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the cockpit and engine of Category N, A, B cars.

All systems must be equipped with a means of checking the pressure of the contents. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

Capacity

Type of extinguishant

Weight or volume of the extinguishant

8.8. SEATS
All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must be homologated to FIA standard 8855-1999. The usable life of an FIA homologated seat will be 5 years from the date of manufacture indicated on the seat label. (Kirkey Intermediate Road Racing Seats)
Sample FIA seat homologation label:
The homologation labels must be visible
SEAT SUPPORT
Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).
MOUNTING HARDWARE
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.

8.9. SEAT BELTS
All occupants shall utilize a driver restraint system that conforms to these regulations.

All occupants in TENNESSEE STATE of 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.

A minimum five-point system is required 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.

All Harness belts must meet either SFI or FIA Homologations:

There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.

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. This certification shall expire (2) years after the punched month and date on the belt. SFI 16.1 belts must have a 3 inch lap belt.