

# **STATE of DRIFT**

## **SERIES RULES & REGULATIONS**

### **A) Vehicles and Safety Rules**

#### **1.1 Type**

Vehicle must be a mass production vehicle.

Must be a coupe, sedan, convertible, or wagon.

Small trucks or other non qualifying vehicles may petition for qualification.

#### **1.2 Drivetrain**

##### **1.2.(1) Engine**

Engines have no restrictions.

##### **1.2.(2) Transmission**

Transmissions must only propel the rear wheels and have a reverse gear.

##### **1.2.(3) Cooling System**

Coolant system must be leak-free. If coolant system passes through or is open to the cockpit then it must be separated in an enclosure.

Catch cans are required and must be securely fastened. Minimum capacity is 1 quart and must not be glass or other unsafe material.

##### **1.2.(4) Fuel System**

Fuel must be gas, diesel, or ethanol.

Fuel cells are required if the factory fuel tank, design, and location is not used.

Fuel cells must be a safety style fuel cell with a bladder inside of a metal

enclosure.

Fuel cells must be within the confines of the roll cage and/or frame rails.

Fuel cell must be completely separated from the cockpit with a permanent enclosure attached to non-moving parts.

Fuel cells require a one-way valve.

Fuel lines must be leak-free and mounted securely away from moving parts. All fuel lines must be located outside of the cockpit.

Fuel lines must be shielded from the ground.

If nitrous oxide is used, it must be securely mounted and protected via a tubular structure or factory frame structure. Brackets must be high strength. A pressure relief valve is required and must be vented to the outside of the vehicle.

#### **1.2.(5) Oil System**

All oil lines, tanks, and associated systems must be within the frame rails or protected with a tubular structure.

Any lines or associated systems in the cockpit must be fully enclosed and separated from the cockpit with a minimum thickness of .036 inch steel or .059 inch aluminum.

#### **1.2.(6) Exhaust**

Exhaust must exit to the exterior of the vehicle but not to exceed 4 inches past the body.

### **1.3 Electrical System**

Battery must be securely mounted with secure mounting bolts and brackets (no straps) and the positive terminal shielded. If the battery is inside the cockpit, it must be in a properly vented and sealed container.

A master shut off switch is required and must be clearly marked and visible. It

must shut down all electrical components except for any fire suppression systems. Location must be on the front right cowl.

All wiring must be securely fastened, and insulated in contact areas properly. When passing through a firewall or other barrier, grommets must be used.

## **1.4 Chassis and Suspension**

Chassis and suspension must maintain OEM suspension mounting points and OEM subframe mounting points.

Sub-frames must be original or stock. Modifications are only allowed for steering, oil pan clearance, and/or starter clearance.

Suspension must be mounted to OEM mounting points and have OEM pivot points.

OEM suspension type/design must remain.

Rear subframe may be modified for differential relocation; however, original dimensions of subframe must stay intact.

Rear subframe suspension arm mounting tabs may be added as long as their modifications do not relocate the mounting points more than 2 inches in any direction.

Engine firewall must be complete and should have minimal holes for pass through and must be fully sealed.

Shifter hole may be modified for shifter clearance, but the hole should not be excessive, and must be sealed from the cockpit.

## **1.5 Safety**

### **1.5.(1) Driver Gear**

All of the following gear must be worn by all occupants and have the following guidelines.

Helmets must be full-faced and rated Snell SA2005, SFI 31.2, or FIA 8860-2004 or better.

Driving suits must have a SFI spec 2.2/A/5 or FIA 2000 rating or higher.

Gloves, shoes, and socks must have a SFI spec 3.3/5 or FIA 8856-2000 or higher rating.

#### **1.5.(2) Seats**

Driver seat must be rated FIA 8855-1999 or SFI 39.2 or higher.

Seats must be mounted according to SFI standards or FIA technical list No.12 with appropriate SAE Grade 5 or better hardware.

#### **1.5.(3) Safety Harness**

A five-point or better system is required.

All harness belts must be rated SFI 16.1, 16.5 or FIA 8853/98 or higher.

All belts must be in good condition and replaced if frayed or cut in any way.

Harness must be attached to the cage or frame of the vehicle whenever possible; if not possible, then it must be attached to a secure system with SAE Grade 5 or higher hardware and large diameter washers should be used to distribute the load.

Shoulder harness must not exceed 10 degrees and must be attached to the roll cage behind driver.

Mounting, installation, and use of harness and seat must be in accordance with SFI or FIA recommendations.

#### **1.5.(4) Fire Suppression System**

A fire extinguisher is required. It must be mounted securely and be at least 2.5lb capacity. It must be within reach of the driver when fully seated.

A fire suppression system may be used instead of an extinguisher. This system

must meet FIA or SFI standards.

#### **1.5.(5) Roll Cage**

Roll cages are required for all participants. The roll cage should be either a Halo, Front Hoop, or Side Hoop design with 8 or more attachment points to the chassis/unibody. No bolt-in roll cages are allowed.

The roll cage material should be DOM, chromoly, or SAE 1020 or 1025 mild steel. It must be at least 1.5" diameter and .095 inches thick. All plates attached to the chassis must be at least .08 inches thick. All welds should conform to American Welding Society standards.

All cages must have side protection via either X style door bars or double horizontal bars, with a minimum of two uprights.

Anti-intrusion bars must be installed and must be attached from the front down tube to the firewall without penetrating any panel.

Rear hoop should have two braces attaching to the frame or chassis securing the cage. Tubes must not be bent and have an included angle of at least 30 degrees.

A diagonal lateral brace is required across the main hoop along with a horizontal brace, which should be at shoulder height or lower, one of which must be a continual piece.

All cages must be of common racing safety standards or better.

Padding is required anywhere in which a helmet can make contact and the driver's body can make contact. It must be rated at least SFI spec 45.1 or FIA 8857-2001.

#### **1.5.(6) Towing Mechanisms**

Drivers must have at least one tow hook or strap installed in the front and rear of the car.

It must be rated higher than the vehicle weight.

It must not protrude more than 3 inches from the leading edge of the body.

It should be clearly marked with the word "TOW"

#### **1.5.(7) Windows and Window Restraints**

All Windows must be OEM or a Lexan/polycarbonate material. Non-glass must be securely mounted and have a vertical brace installed.

Windshields and back glass are required.

If glass is not used for side windows, arm restraints are required.

Lexan or Polycarbonate windshields must be a minimum 3/16" thickness. Bracing must be made with a minimum of 6 gauge (.0625") aluminum, 3/4 inch wide and securely mounted down the center of the opening, inside the vehicle.

### **1.6) Tires**

All tires must be DOT approved and intended for highway use, and available in the USA at retail stores or online storefronts.

Front tires have no tread wear rating or size requirements.

Rear tires may not be less than a 300 UTQG treadwear rating and a maximum width of 265mm.

No additives or chemicals may be used to enhance a tire's performance.

No beadlocks are allowed.

### **1.7) Lights and Wipers**

Wipers must function.

Headlights must function.

All brake lights must be operational.

A brake light strip must be affixed in the front.

The rear must either have a third brake light or a brake light strip.

## **1.8) Accidents**

If any damage is incurred during the competition, the vehicle must be inspected to ensure it is safe for further competition. The competition director has full authority to deem a vehicle unsafe and unfit for competition.

## **B) Rules of Competition**

If rules and regulations are violated in any manner, the competition director has the right to prohibit the vehicle from further competition and present the findings for disciplinary action, which can include but is not limited to loss of points, suspension from series, and disqualification from the event and any standings held.

The competition director has the final say as to whether a vehicle is deemed unsafe or needs modifications to pass inspection. If a driver's vehicle does not pass inspection, the driver will not be allowed to compete and may, at the discretion of the competition director, have his or her entry forfeited for the series or until the issue is resolved.

Any non-stated items that are considered unsafe by common practice and standards are prohibited and discretion as to final decisions will remain with the competition director.

Course and event site safety rules and standards are to ensure events are conducted safely and efficiently. These rules and regulations were established to protect drivers, entrants, officials, and spectators alike, as well as to ensure that there is minimal confusion about logistics.

There will be a driver's meeting just prior to each event start to bring drivers up to speed on the specific details of the day and the venue. This meeting will generally take place after the scrutineering period. Event registration and scrutineering should be completed before the driver's meeting, as failure to do so may cause you to forfeit your participation in the driving portion of the event.

Failure to attend the driver's meeting will cause you to forfeit your participation in the driving portion of the event.

General driver's meeting topics:

- 1) Drivers are required to obey all orders, commands and requests signaled, or otherwise communicated by officials.
- 2) 5 Miles per our speed limit must be observed in non-active portions of the venue.
- 3) Flag rules must be obeyed (where applicable).
- 4) Contact with course-bordering objects will incur the cost of repairs if sufficient damage is caused to warrant it, as determined by the agreement with the venue.
- 5) Car contact will be resolved by "fix own car only" rules. No one will be held responsible for damage incurred to other vehicles except in the case where ignorance or bad intention can be substantially shown.
- 6) Stopping on-course is expressly prohibited except in the case of a mechanical failure, fire, or other circumstance, which leaves the vehicle inoperable or unfit to continue.
- 7) In the case of a collision, malfunction, fire, or other situation which leaves a driver unable to move the car while on course, or where the vehicle is unfit to continue, the driver must turn on the hazard signals (if available) and wait in the car with restraints and helmet worn until directed or assisted by event staff members, excepting any fire or other hazards that threaten the driver. The driver should try to the best of his or her abilities to bring the vehicle to a halt in a safe location.

Additionally, we strive to maintain compliance and accordance with FIA (Federation Internationale De L'Automobile - [www.FIA.com](http://www.FIA.com)) standards and codes. Wherever possible, event operations will emulate the FIA in order to maintain an atmosphere of international compliance.

In all cases, it is the sole responsibility of the entrant to assure that his or her vehicle meets all requirements and guidelines for the events in which he or she wishes to participate. We will strive to make this process as simple and quick as possible. However, the ultimate burden lies with the entrant and we will not make exceptions.

### **RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They 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, or official. The competition director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. The competition director's decision is final.

### Our Events - A warning

State of Drift Events are an affiliate activity of East10Drift. These events take place at all types of venues - from parking lots to race tracks. At any racing event, there is a strong risk of personal injury. By attending these events, as a spectator or as a participant, you are acknowledging this risk and understand that injury (or even death) may occur even through no fault of your own. State of Drift and East10Drift does everything in its power to assure that our events are fun and extremely safe. However, there is no assurance that accidents will not happen, and State of Drift nor East10Drift shall not be held liable should such an unfortunate event occur.

## **1. Our Events - Fundamental Regulations**

Similar events share the same basic set of rules and regulations. Most other motorsports organizations also have similar rules and regulations. These exist to ensure that everyone is able to enjoy their participation (as a spectator, entrant, or official) safely. Failure to follow these basic regulations, or instructions given by event officials, could result in not only injury to yourself or others but your ejection from the event and refusal to future event participation.

### 1.(1) Conduct

You are expected to conduct yourself in a courteous, respectful, and sportsmanlike manner, regardless of whether or not you are a driver, entrant, official, or spectator. Everyone is attending the event in order to have a good time and to enjoy themselves. Be respectful of your equipment and that of others, of yourself and of others, and be courteous and polite. A little goes a long way to making an event a good experience for everyone involved. Even without competition, one can still be sportsmanlike. Improper conduct will not be tolerated and may result in your expulsion from the event, and continued improper conduct may result in refusal of your entry to future events.

### 1.(2) Parking and pit areas

Operators of vehicles, whether a driver, entrant, official, or spectator, are expected to observe a 5MPH speed limit in all non-active portions of the venue. There are many objects (people or otherwise) throughout these areas, and many of them may move suddenly without warning. Observe this speed limit at all times for your safety and for the safety of others.

### 1.(3) Garbage and vehicular waste products

People are capable of producing a tremendous amount of trash. Vehicles are as well. Please be aware of your surroundings when you arrive on an event site. It

should look much the same (if not better!) when you leave as it did when you first arrived. There should always be ample places to dispose of garbage, but bringing your own methods and means of disposal is highly encouraged. If you have a vehicular waste product (fluid or otherwise) that needs disposal, please consult an official to determine a proper disposal location.

#### 1.(4) Follow directions (posted or otherwise)

You are required to follow all instructions and directions, either posted at the event site or given by event officials. These instructions and directions are for two reasons - to keep the event running smoothly, and to ensure your safety/the safety of others. Failure to follow posted or verbal event instructions and directions can (and will) result in your ejection from the event site, with possible permanent implications.

#### 1.(5) Passenger participation

Depending on the laws of the state, the regulations of the event site, the insurance coverage of the event, and at the approval of the event organizer and event officials, passengers may be permitted during practice sessions only. Passengers must conform to the same rules and regulations as drivers. This includes safety equipment requirements.

#### 1.(6) Drugs and alcohol

The consumption of alcoholic beverages at an event by entrants is expressly prohibited. Any entrant suspected to be under the influence of alcohol will be immediately ejected from the event and will not be permitted to return again for the duration of the season. Spectators (only) may consume alcoholic beverages at venues where the event organizer and event officials determine that this shall be permitted. Anyone consuming alcoholic beverages is not an eligible passenger as per section 5.

Controlled substances (drugs) are expressly prohibited at the event site except in the case where a doctor prescribes such a substance. However, such prescriptions that may impede driving ability are not permitted (for example - sedatives or opiate-based painkillers). A person who requires the use of such a prescription is not an eligible entrant.

#### 1.(7) Belongings

It is strongly recommended that you secure your belongings. It is also strongly suggested that if you see something suspicious that you immediately report it to event officials and/or security. We encourage looking out for each other. Please be sure to use your own common sense and to follow the basic guidelines for being at an event. They exist to make this an easier and more enjoyable event for everyone.

## **2. Technical Inspection, Scrutinizing, and Vehicle Safety Standards**

All vehicles to be used in the driving portions of these events are subject to a vehicular technical inspection (scrutineering). The technical inspection is required to make sure that you and your vehicle can participate safely, without injury to yourself or others. It is to ensure that your several thousand pound vehicle will

not fail during operation and cause a possible situation for yourself or for other entrants, officials, or spectators. The technical inspection and scrutineering process also exists to make sure that your vehicle is prepared appropriately for the class and event in which it will participate.

If your vehicle cannot pass this scrutineering process, you will not be allowed to participate. It is your job to make sure that your vehicle will pass scrutineering before the event. This places the burden on you - the entrant - to be responsible for your vehicle.

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 another knowledgeable person, please do so. It is only for your benefit.