



DRIFT APPALACHIA RULEBOOK

2024.0 EDITION ©

THIS RULEBOOK IS USED BY THE DRIFT GROUP AND IS AN OFFICIAL PUBLICATION OF THE DRIFT GROUP, ALL RIGHTS RESERVED.

NOTE: MID-SEASON UPDATES MAY BE PUBLISHED.

PLEASE NOTE THE DATE AND VERSION NUMBER ABOVE TO ENSURE YOU HAVE THE MOST RECENT VERSION.

THE CONTENTS OF THIS RULEBOOK ARE THE PROPERTY OF BOTH THE DRIFT GROUP AND THE NATIONAL AUTO SPORT ASSOCIATION. NO PORTION OF THIS BOOK MAY BE REPRODUCED IN ANY MANNER, ELECTRONICALLY TRANSMITTED, POSTED ON THE INTERNET, RECORDED BY ANY MEANS, OR STORED ON ANY MAGNETIC / ELECTROMAGNETIC STORAGE SYSTEM(S) WITHOUT THE EXPRESS WRITTEN CONSENT FROM USDRIFT AND/OR NASA.

NOTE: THE VERSION POSTED ON THE WEBSITE MAY BE PRINTED FOR PERSONAL USE.

*Special thanks and recognition to the author of the NASA CCR, and former National Director of NASA, Jerry Kunzman. We would also like to thank the creator of USDrift, HyperFest, the NASA Mid-Atlantic Regional Director, Chris Cobetto, without whom none of this would be possible.



GENERAL PREFACE

OFFICIAL NOTICE OF DISCLAIMER

The Drift Group makes an effort to provide participants with a relatively safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death will not occur. All event attendees agree to assume the risk of being injured or killed by the negligence and/or gross negligence of others. If there are any questions or problems with these rules, it is the participant's responsibility to immediately contact The Drift Group (TDG) before entering an event facility. TDG, 2711 Buford Rd, #276, Bon Air, VA 23235 | 804-657-7626

SAFETY HAZARDS

It is the responsibility of each participant to inspect and analyze all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The event attendee is required to notify a TDG Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all TDG sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

MEDICAL INFORMATION

As part of your participation in TDG events, TDG and the National Auto Sport Association (NASA) may come into possession of some of your personal health information in case of injury or potential injury. TDG and NASA's policy is to protect all personal health information within the guidelines of applicable laws while providing necessary information to rescue, health, and other personnel as needed.

Information about your status with regards to an injury at the track or potential injury at the track will be released in detail to only those that need to know in order to provide assistance in the situation. However, general statements may be made to others as the need arises. Examples of general statements include (but not limited to):

- A. The driver is being transported for precautionary reasons.
- B. The driver is being transported for minor injuries.
- C. The status and condition of the driver is unknown at this time.

USAGE OF AERIAL PHOTOGRAPHY

Due to the insurance requirements set forth with our own carrier and those of the venues we visit, aerial photography is strictly prohibited without prior written consent from TDG. For more information on aerial photography requirements, please contact Shawn Allgood at shawn@driftindy.com.



MISSION AND PURPOSE

HISTORY AND MISSION STATEMENT

The Drift Group (TDG) consists of several likeminded individuals, who cumulatively have more than 100-years of experience in the sport of drifting. This experience includes participating and organizing a variety of events ranging from grassroots to professional events in a multitude of venues. TDG aims to create and foster groundbreaking and unique driving experiences, tying together all that we've learned with the dreams that we've had 20+ years ago. We grew as drivers and organizers watching grainy, low-resolution footage and VHS tapes of what drifters in Japan did on their own mountain roads and held that as an unreachable dream, something we always wanted to experience here.

Through a lot of perseverance, risk, and hard work, we can now do that legally while also contributing to the economies of the locations we visit. We are not simply another drift organizer; we are creating a showcase of what drifting can and should be. We are bringing to life the vision we share of what drifting is, the heights in skill and environment that produce moments to dream about for years to come.

TDG aspires to be the premier drifting organization for the seasoned driver by offering unique and exciting drifting experiences across the United States. Join us on this adventure we are on, to create some of the most vibrant, raw, undiluted drifting that we can imagine. As partners, drivers, viewers, and fellow dreamers, we look forward to bringing you along for the ride.

DEFINITION AND PURPOSE

The Drift Group (TDG) has established this publication, known as the Drift Appalachia Rulebook (DAR), to set standards, rules, and guidelines that will function to govern TDG sanctioned motorsports activities in order to help promote safety and fairness. The term DAR includes the appendices to Drift Appalachia Rulebook.

NOTATIONS

All future changes from version to version will be notated in **red**.



GENERAL RULES AND DEFINITIONS

1 TERMINOLOGY AND DEFINITIONS

The following nomenclature, definitions, and abbreviations shall be used in this publication and any glossary, appendices, addendums, updates, entry forms, acceptance letters, and general use, wherever applicable. Terms, phrases, abbreviations, and proper names that appear in any official NASA or TDG publication that are not defined or specified in any other TDG publication shall be considered commonly known in the context of motorsports and/or pertaining to automobiles. It is the responsibility of the entrants, drivers, participants, and competitors involved to educate themselves as to the appropriate meaning of any aforementioned items when viewed in the context of their activity or sport. If an official clarification is needed, it is solely the competitor's responsibility to contact the TDG office for a written statement of definition.

1.1 Activities

1.1.1 Competition

Any contest, where more than one (1) vehicle is on course at the same time, using predetermined rules specifying a format where participants are scored based on their performance, and recognition is given to the top finisher.

1.1.2 High Performance Driving Event (HPDE)

The terms "School", "Driving School", "Open Track", "Time Trial", "Drifting", and "Time Attack" may be used interchangeably in this publication, except where noted. Often times, all five terms are "generically" referred to as a "High Performance Driving Event" or "HPDE". It is intended to be used by the participants for the enjoyment of their vehicles, and for the improvement of the driving skills in the hopes of becoming a safer driver.

1.1.3 Run / Lap

The terms "Run" and "Lap" may be used interchangeably in this publication except where noted. A Run refers to the section of the hot track used from the start to finish.

1.1.4 Session

The term "Session" refers to a TDG sanctioned and supervised group where a variety of drivers may participate on track at the same time.

1.1.5 Time Trial / Time Attack

This is competition against the clock. Vehicles must meet the minimum standard for HPDE. This may be run one vehicle at a time or have multiple vehicles on track together.

1.2 Facility Terminology

1.2.1 Racetrack

The racetrack is defined as the actual racing surface where no speed limit exists and is deemed a hazardous and restricted area during events.

1.2.2 Restricted Area

Any area that is off limits to the general public is considered to be a restricted area. Restricted areas may typically include, but are not limited to, the paddock, the racetrack, surrounding hillsides and terrain, and the pit lane.

1.2.3 Re-Entry (Head of Pit Lane)



Re-Entry is the exit of the hot pits leading onto the racetrack.

1.2.4 Hot Pits

The staging lane leading to Re-Entry serves to refuel (when permitted), adjust, or repair a car during a session. The hot pits are considered part of the race track whether there is an imposed speed limit or not.

1.2.5 Paddock / Pre-Grid

The general term used to describe the allowed areas for the participants to park their vehicles, trucks, trailers, and motorhomes. This area is also used for repairing and preparing the vehicles between on-track sessions. Part of the paddock may serve as pre-grid, where vehicles line up in to get on track for the next session.

1.2.6 Cold Pits

This is part of the pit lane that is where equipment is stored and is usually delineated by markers or a wall. The cold pits are a restricted area.

1.2.7 Pitlane

The pitlane is the entire area of the hot pits and the cold pits combined.

1.2.8 Aerial Photography

Aerial photography is defined as the action or procedure of taking photographic or video images by any aircraft including remote control flying objects commonly known as “drones”.

1.3 Administrative Terminology

1.3.1 Race Car / Competition Vehicle

For the purpose of this publication, the terms “race car” and “competition vehicle” may be used interchangeably, unless otherwise specified. Generally speaking, both terms refer to any four wheeled, motorized vehicle possessing adequate safety equipment to meet the standards for a given type of contest. This does not imply that every participating vehicle meeting this definition is engaging in a contest. This section does not change any part of the definition of the term (or any similar term): “a vehicle that was designed principally for use on public roads or highways”.

1.3.2 Entrant

An entrant is any person that is registered as a driver for each event.

1.3.3 Participant

A participant is any of the following:

1. Any person, entering a restricted area during the event hours, possessing the proper wristband or credentials, if required, is considered to be a participant.
2. All entrants of each event are considered to be participants from the time that they enter the facility on the day of the event until they are finished with all activities related to the day's event.
3. Any person that is, or will be, engaging in any physical activity pertaining to the event, including but not limited to, performing (or assisting in) work on vehicles and/or machinery, or using any tools during the event hours as defined by the published schedule.
4. Any TDG authorized members of the press, photographers, and television crew during the course of their duties.

1.3.4 Waiver



The term “waiver” refers to the NASA and TDG issued participant liability release, unless otherwise stated in context. All participants must sign and submit a waiver to Registration and/or to track/gate/security personnel before any participation.

1.3.5 Control / Race Control

“Control” refers to the collective set of Officials that are in charge of the full course conditions, controlling the scheduled activities, maintaining a written record of incidents, communication with each turn station, dispatching the emergency crews, and function as the central hub of information distribution as needed.

1.3.6 Sponsors

Sponsors offering cash or prizes to the competitors in exchange for services, such as advertising, are considered to be independent contractors. Each competitor that chooses to participate in a contingency award program accepts liability and responsibility for collecting his/her prize(s) or prize money. TDG makes no claims and takes no responsibility for said sponsors and makes no guarantee or warranties (implied or otherwise) in any regards. Competitors that wish to participate may be required to register directly with the sponsor and are solely responsible for collecting their prizes or prize money.



2 OFFICIALS AND THEIR DUTIES

2.1 Purpose

The purpose of this section is to provide participants with a better understanding for the nomenclature used concerning event Officials, their titles, and a brief related description. It should be noted that nothing in this section constitutes a rule of any kind, nor makes any guarantees of any type, since this is simply a guide to aid in the understanding of terms.

2.2 All Officials – General Philosophy

All Officials shall be friendly and courteous to all TDG participants. If an Official has a problem with a participant, refer them to the Event Director. Under no circumstances shall an Official be rude, sarcastic, or impolite to any TDG participant. Disputes with other Officials shall be settled quietly and in private. Any unresolved problems should be reported to the Event Director.

2.3 Executive Administration

2.4 President

The President or Executive Director has total executive authority, nationwide, over all regions, Officials, and all matters of any nature pertaining to TDG issues, except as otherwise stated in this subsection. The President's power to govern matters pertaining to any individual region or regions shall only be limited by any applicable governmental laws, or by any terms set forth in any written contract made between TDG and the Regional Director of that region. The President for TDG is Brian Eggert and can be reached via email at brian@usdrift.com.

2.5 Vice President

The Vice President is responsible for the general health, welfare, and image of TDG on a national scale. The Vice President holds this position to oversee the national marketing program, sponsorship program, and ensure current projections are being met. The Vice President for TDG is Edgar Sarmiento and can be reached via email at driftindy@gmail.com.

2.5.1 Regional Director

The Regional Director has total authority over all officials within his/her assigned region(s). He/she is responsible to oversee all aspects of the events conducted by his/her region(s). The Regional Director shall particularly oversee the appointment of Race Director(s) and if applicable, School Director(s). He/she will also ensure that all events are run in accordance with all rules set forth in the DAR. Some allowances can be made, with an authorization from the Executive Director.

2.6 Event Administration

2.6.1 Event Director

The Event Director has the power and authority over all local event Officials, except for the Regional Director (if present). The Event Director controls all aspects of the event and is the person responsible for the general conduct of the event in accordance with TDG.

2.6.2 Registrars

The Registrars are responsible for implementing the proper registration procedures for each event, as set forth by the Regional Director.

2.6.3 Lead / Follow Vehicle – Drivers



The Lead / Follow Vehicle Drivers are responsible for the operation of the Lead or Chase Vehicle at the direction of Race Control. The Lead / Follow Vehicle(s) should display something that designates it from other vehicles. "Pace Vehicle", "Safety Vehicle", "Lead Vehicle", and "Follow Vehicle", may be used interchangeably.

2.7 Event Operations

2.7.1 Race Control (RC)

The Race Control (RC) is responsible for communicating with all Course Officials, including the Starter. RC is responsible for relaying information regarding course situations, incidents, and major schedule deviations to the Operating Steward (OS). RC should ensure that a Course Officials' (Flaggers) meeting is held each morning.

2.7.2 Starter / Grid Control(s)

The Starter is located at (or near) the start/finish, but not always. The starter will function under the discretion of Race Control. Due to the nature of TDG events, majority of the time there will be two (2) Starters, as the tracks are not a complete circuit and will have separate start/finish lines that will reverse the course between runs.

2.7.3 Course Officials (Flaggers)

Course Officials are responsible for displaying the appropriate flags throughout the event to keep the drivers informed regarding conditions of the track and the approaching traffic. Additionally, they should effectively communicate all incidents and track conditions to Race Control. Course Officials should man the assigned flag stations at the direction of Race Control.

2.7.4 Chief Steward

The Chief Steward is responsible to ensure that the entire event is fully staffed with an adequate number of Officials for each needed position.

2.7.5 Operating Steward (OS)

The Operating Steward (OS) is responsible for the communication with the Emergency Response Coordinator (ERC), dispatching and coordinating Emergency Response Teams, and keeping the event running as close to the schedule as possible. The OS stations himself/herself next to Race Control, so as to be able to effectively communicate during the event.

He/she will obtain information either by listening to the course communication and/or from RC. During an emergency response effort, it is the duty of the OS and the ERC to establish a communication link between the incident scene and Event Control.

The OS reports to the Race Director, and normally will make decisions as an event director, should the Event Director be unavailable. Whenever an Event Director is present (or available), the OS will consult the Event Director regarding operation decisions that may affect the schedule or the competitive aspect, such as ending a session early.

2.7.6 Chief Scrutineer

The Chief Scrutineer supervises all Tech Inspectors and will make the ultimate decision as to which issues of legality will be reported to the Event Director. He/she should always notify the participant before notifying the Event Director.

2.7.7 Tech Inspectors

Tech Inspectors work at the direction of the Chief Scrutineer.

2.7.8 Officials / Rules Hierarchy



This section is intended to clarify hierarchy among some officials and rules. Where there is conflict, the following order should be used. Each item on this list supersedes the prior listed item whenever there is a conflict:

- Drift Appalachia Rulebook (DAR)
- Local or Event Supplemental Rules
- Drivers' Meeting Information
- Orders from Officials
- Event Director



3 RULES AND REGULATIONS

3.1 General Rules

All drivers are required to operate their vehicles within the rules, and within the limits of the marked course. Failure to do so compromises the integrity of the program and will not be tolerated. The TDG administration strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the highways.

3.2 Definition and Terms

This section contains the rules that govern non-competition groups.

3.3 Eligibility Requirements

- Be at least 18 years old (or 16 years old with parental consent*).
- Hold a current valid state issued driver's license**.
- Have use of an automobile that meets TDG's technical requirements.
- Have proper safety equipment, as per the DAR or applicable event rules.
- Fully pay all applicable fees.
- Have no outstanding debts with NASA, TDG, or TDG's affiliates.
- Have knowledge of all applicable rules found in the DAR, and fully agree to abide by them.
- Must be deemed physically fit by their physician to participate in a high stress and physically demanding sport such as auto racing.
- Sign all required waivers, and in particular the "gate waiver" before entering the facility.
- Have their vehicle teched before going on track.

3.4 *Minors

A minor release form must be filled out and be on file with TDG at every event for 16- and 17-year-old participants. All minor participants should have at least one (1) parent or legal guardian always present. Some drivers under 16 years of age may be permitted per section 3.4.1.

3.4.1 **Addendum to Minors

Persons under 16 years of age may, under certain circumstances, be allowed to participate in on-track activities. The following criteria and procedures must be met before a minor, under the age of 16 years, may be allowed to participate:

1. Submit a copy of the most recent report card. Applicants with negative comments and/or a grade(s) lower than a "C" may be denied or subject to extra scrutiny.
2. Submit a driving experience summary along with some results. This could be from various types of auto racing, racing schools, karting (not indoor karting), etc. Season points standing usually suffice. "Driving the father's pickup truck on the farm" and other similar reasons are not acceptable.
3. All documents must be submitted together, which includes any optional documents such as letters of recommendations. All documents submitted together shall be sent to TDG via email to brian@usdrift.com.
4. TDG will then forward all documentation in one email to NASA for evaluation.
5. Once reviewed, TDG will notify the parent or legal guardian of the decision. NOTE: It may take several weeks to process the submission.
6. All accepted applicants must execute a minor waiver, which includes a parent or legal guardian's signatures, before any on-track driving, at each event. The minor waivers are typically located at the driver check-in booth.
7. A parent or legal guardian must accompany accepted applicants to each event.
8. It is strongly advised that the parent or legal guardian accompanying the minor be present during all conversations with officials, but must not interject or interfere with those official conversations.



9. Failure to follow these steps and/or not submit documents in one package or email will be rejected, but may be resubmitted following the proper order and procedures outlined in this section.

3.5 Non- Eligibility / Non-Registered Drivers

Only registered drivers and officials are allowed to operate a vehicle on track. Anyone not officially registered in the event, that is found operating a vehicle on the track at any time, will be immediately ejected from that event, and from TDG, along with that person's guests and crewmembers. Additionally, all TDG sanctioned events, affiliates, and other sanctioning bodies will be notified.

3.6 Use of Likeness

TDG, their affiliates, and partners reserve the right to use participant's name, voice, photograph, and/or likeness for rebroadcast and/or promotional and publicity purposes at any time without advance permission or knowledge required or any additional compensation.

3.7 False Information

Any driver that participates by providing false information, pertaining to, but not limited to, name, address, date of birth, past history, state driver's license, or medical form will be permanently ejected from TDG events. Furthermore, that person may be reported to the authorities.



4 PARTICIPANT CONDUCT

4.1 Participant Conduct – Expectations

Every participant at a TDG sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship*, particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of TDG. Failure to do so may result in harsh penalties. * The term “sportsmanship”, as used here, is meant to convey an expectation of conduct, and in no way implies that participants are involved in a sporting event or contest.

4.2 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver’s crew, mechanics, or friends will be directly chargeable to the driver.

4.3 Property Damage

Damage to the racetrack, its surface, fencing, paddock, walls, building, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver enters the event.

4.4 Disabled / Handicapped

TDG has built itself, and prides itself, on being very accommodating to as many people as possible. Since TDG hosts various activities a wide variety of locations, it is impossible to maintain a consistent level of proper accommodations for the disabled. Most tracks have some accommodations for the disabled; however, TDG recognizes the need for improvements at a number of facilities. TDG will make whatever arrangements and adjustments within its powers at each event in order to better accommodate any disabled person. However, TDG cannot always anticipate what specific temporary changes would be most helpful at any given facility. Therefore, any disabled person that is planning to attend a particular event is encouraged to contact TDG; and the staff will be happy to see to it that the best practical arrangements are made.

4.5 Passenger Privileges

A passenger is defined as any participant possessing the proper wristband or credential, riding in a moving vehicle while on track, yet is not in physical control of that vehicle. TDG instructors are not considered passengers for the purposes of this section. All passengers must be at least 18 years old. Minors that are participants in the event should not be a passenger, unless riding with an instructor, for the purposes of instruction.

1. The ability to take a passenger on-track is a revocable privilege, not a right.
2. Passengers may be allowed in all groups. Unless otherwise specified.
3. Participants must get permission before a passenger may be allowed in a vehicle.
4. Passengers must use the minimum safety equipment and attire as require of the driver.
5. Passengers should not be allowed in vehicles where they are sitting near or below obstructions that may pin or trap them or cause other possible harm.
6. Anyone that is involved in a spin or off-track excursion with a passenger in the car may lose his or her passenger privileges for the day.
7. Passengers should not commit any action as to cause interference or distraction of the driver or any other drivers.
8. Passengers should keep their arms and hands inside the vehicle at all times.
9. Passengers are not permitted to place any part of their bodies, such as their hands, in any area that is between any roll bar/cage tubing and the body panels of the interior. Doing so may result in crushed limbs. Enforcement of this rule is the responsibility of the driver.



10. Passengers are not allowed in open-top vehicles that do not provide rollover protection for the passenger side of the vehicle.

4.6 Responsibilities for Valuables

Theft is virtually unheard of at TDG events however we encourage all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, TDG, and TDG affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

4.7 Alcoholic Beverages

Consumption of alcohol by any participant is expressly prohibited.

4.8 Narcotics and Dangerous Drugs

The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any participant is specifically prohibited, unless prescribed by a doctor. Any driver, crewmember, mechanic, or Official found under the influence of marijuana, prescription or not, will be ejected and subject to suspension.

4.9 Rain and Inclement Weather

The event will not be cancelled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment and clothing.



5 RULES OF THE PIT LANE AND PADDOCK

5.1 Paddock Rules

- Children must remain under CLOSE adult supervision at all times. Harsh consequences can result such as severe injury or death! Parents shall not allow their children to play around any pets that may be at the facility unless that pet belongs to that parent.
- The speed limit in the paddock is five (5mph) for any vehicle other than emergency vehicles. This speed limit applies to all motorized and non-motorized vehicles.
- Oil, water, electrical power, and compressed air are the responsibility of the entrant.
- Fuel may not be available at the track unless otherwise announced in the acceptance letter, emailed event confirmation, and/or at the drivers' meeting.
- Entrants are urged to refuel on concrete areas if available.
- TDG reserves the right to allow fueling only in designated areas.
- Participants must keep water on hand in the paddock in case of fuel spillage. A gasoline spill can quickly destroy the asphalt surface. If not washed away with water, the bill to fix the damage can quickly add up to \$1,000 or more for which they will be liable.
- Entrant-provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Any leftover trash, vehicle body parts, tires, etc. must be taken out of the facility.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- Parking in fire lanes is prohibited.

5.2 Pets at the Track

Some tracks prohibit pets and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the following conditions apply: The owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at any time.

5.3 Loud Engines

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the participant to check with TDG if they anticipate having an issue.

5.4 Gas Cylinders

All compressed air bottles/gas cylinders with a pressure of over two hundred pounds per square inch (200psi) must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. Anytime a cylinder is not secured upright or enclosed in a cart, there must be a protective cage or cap around the head.

5.5 Bicycles, Skates, Moped, etc. (PARENTS)

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in-line skates are not permitted at any time.

5.6 Segway™

Use of the following models of Segway products are permitted: i67, e67, p133, XT, i2, and x2. Additionally, use of all of the following: Ninebot S, S-PRO, and S-plus; all must be used with optional handlebars, including aftermarket.

5.7 Minimum Attire

All participants must wear at least a T-shirt, shorts, long pants, and closed-toe shoes. Shorts in the pit lane are permitted except during sessions requiring refueling. Some venues may have more restrictive requirements.



5.8 Usage of Aerial Photography

Aerial photography, as defined by Section 1.2.8 is strictly prohibited without prior written consent from TDG.



6 COURSE CONDUCT

6.1 Purpose and Philosophy

The following rules apply to course conduct, as well as common courtesy and good judgement. Participants are held responsible for their conduct just as much on the track as when they are in the paddock. Any over-aggressive driving, risky pass attempts, or discourteous driving will result in substantial penalties.

6.2 Preparation for Course Driving

1. Both front side windows must be completely open.
2. All occupants must keep hands and arms inside car at all times, except for hand signals.
3. Check all safety equipment, including helmet straps and belts.

6.3 Passing Rules

1. Passing under any yellow flag situation until the driver is past the incident, or past the next manned flag station that does not display a yellow flag is prohibited.
2. If a car is having mechanical trouble and is pulling off the track, a pass is allowed regardless of the passing rules.
3. The driver attempting to make a pass is solely responsible for safe outcome of that pass. Drivers making a pass should be certain that the driver ahead of them can see them before attempting to pass.

6.4 Rule Violations

Any rule violations, including spins and off-track excursions, may result in harsh penalties. The first violation will result in a warning. The second violation will result in exclusion from the rest of that session. The third violation will result in exclusion from the rest of the day.

6.5 Stopping On Course

Stopping on course is expressly prohibited unless it is an emergency. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

6.5.1 Stopping in an Emergency

Anytime a driver is forced to stop in an emergency, the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping off course, the driver should be careful not to park on dry grass where fire can be a hazard.

6.6 Counter-Course Driving

Driving a vehicle on the course in the direction opposite to the normal traffic flow is strictly prohibited with the following exceptions:

- When the track is designed to run in both directions alternating with a Start/Finish line set up and manned at both ends.
- When the track is closed, or cleared, as deemed by Race Control.
- When ordered to do so by the Event Director, or an Emergency Response Team Official.
- Whenever a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way.
- When ordered to do so by a Course Official

6.7 Spins or Off-Track Excursions



If the driver is involved in a spin or off-track excursion, he/she shall pull into the hot pits immediately. The Officials will need to check the car and talk to the driver. If the driver spins off the track, he/she shall try to enlist the help of a Course Official to wave him/her back on safety.

6.8 Body Contact

Body contact can and will happen in drifting. While it is expected, please do not aggressively make contact with other vehicles. Minor rubbing and bumping is acceptable.

6.9 Post Accident Emergency Procedures

All persons involved in a major crash or roll-over, shall remain in vehicle (unless it is on fire) with their seatbelts and helmets on, until the Emergency Response Team arrives.

6.10 Post Accident Reporting

All persons involved in any "significant accidents" are required to report to the medical staff immediately. Failure to do so will result in suspension and may void personal medical insurance. "Significant accidents" are defined as:

1. All vehicle roll-overs, regardless of damage.
2. Any impact rendering the vehicle inoperable.



7 INSTRUCTIONS AND OPEN FLAGS

Flags are the MOST IMPORTANT form of communication the Officials have with the drivers while they are on the track. Therefore, it is imperative that drivers know what each flag means.

Note: Flags listed in this section are simplified from Competition Flags, for the purposes of the drifting.

7.1 Green Flag

Session is open.

7.2 Yellow Flag – Motionless

Slow down. Danger ahead. Passing is prohibited, until completely past the incident, or until past the next manned flag station that is not displaying any Yellow Flag, whichever comes first. There may be one (1) yellow flag covering more than one incident. There may be several yellow flags before reaching the emergency area.

7.3 Yellow Flag – Waving

Great danger, slow down. Be prepared to stop. Passing is prohibited until completely past the incident, or until past the next manned flag station that is not displaying any Yellow Flag, whichever comes first. Note: There may be one (1) yellow flag covering more than once incident.

7.4 Red Flag

Emergency. Come to an immediate and controlled stop on the side of the track in a safe location.



8 INSTRUCTIONS FOR HAND SIGNALS

8.1 Slowing Down

Whenever a driver is entering the pits or is no longer driving at normal traffic speed, he/she must extend an arm in a vertical position with his/her fingertips towards the sky, if possible.

8.2 Passing Signals

To assist another driver in overtaking you, hand signals should be used whenever possible. The driver may do this by pointing to the side he/she wants to be passed on, in such a fashion that is visible to the overtaking driver.

8.3 Flag Station Acknowledgement

All drivers shall give a wave of acknowledgement to every manned turn station during the cool down lap.



9 TECHNICAL REQUIREMENTS

9.1 Purpose

For the purposes of maximizing participant safety, every vehicle should pass a technical inspection. A full and complete technical inspection should be performed on each vehicle for each event.

9.2 Preparation Instructions

- Examine the Technical Inspection Form and make sure that the vehicle meets or exceeds the minimum requirements.
- It is highly recommended that a good fire extinguisher be kept in all vehicles, securely mounted with a metal bracket within easy driver's reach. A-pillar mounts are prohibited.
- Once teched, a Tech Inspector will collect your form and apply a tech sticker to your vehicle windshield.

9.3 Vehicle Technical Regulations

Every vehicle entered in any TDG sanctioned event should meet or exceed these requirements. For any vehicle with safety equipment that has been added, modified, or removed, the technical standards found in Section 10 of the DAR will apply. Outdated racing belts may be allowed per Section 9.4.8 of the DAR.

9.3.1 Appearance

All entered vehicles must be in good condition and appearance. Vehicles with excessive body damage, primed body panels, etc. are prohibited. Vehicles should look *good AND stylish*. The lower the better. Vehicles must have all body panels on unless damaged during the event. No mismatched parts/colors unless it's part of a very well-designed livery. The vehicle must meet the "50/50" rule, which means they must look undamaged and straight at fifty (50) mph from fifty (50) feet.

9.3.2 Wheels and Tires

The general condition of the tire and wheel assembly must be good. There should be no cracks or other damage to the wheel. There should not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and wheel assembly to the vehicle's hub.

An advertisement for Kenda Tires featuring a close-up of a car's rear wheel kicking up a cloud of dust. The text "IF YOU DON'T KNOW NOW YOU KNOW." is prominently displayed at the top. Below the wheel, it says "THE VEZDA UHP. LOWEST COST PER LAPS GIVEN. FOR PROS... AND FOR BROS." and "#PODIUM2PAVEMENT". On the right side, there is a red vertical banner with the Kenda Tires logo and the text "OUR COMMUNITY: kendatire.com | IG: KendaMotorsports YT: KendaTiresUSA".

**IF YOU DON'T KNOW
NOW YOU KNOW.**

**THE VEZDA UHP.
LOWEST COST PER LAPS GIVEN.
FOR PROS... AND FOR BROS.**

#PODIUM2PAVEMENT

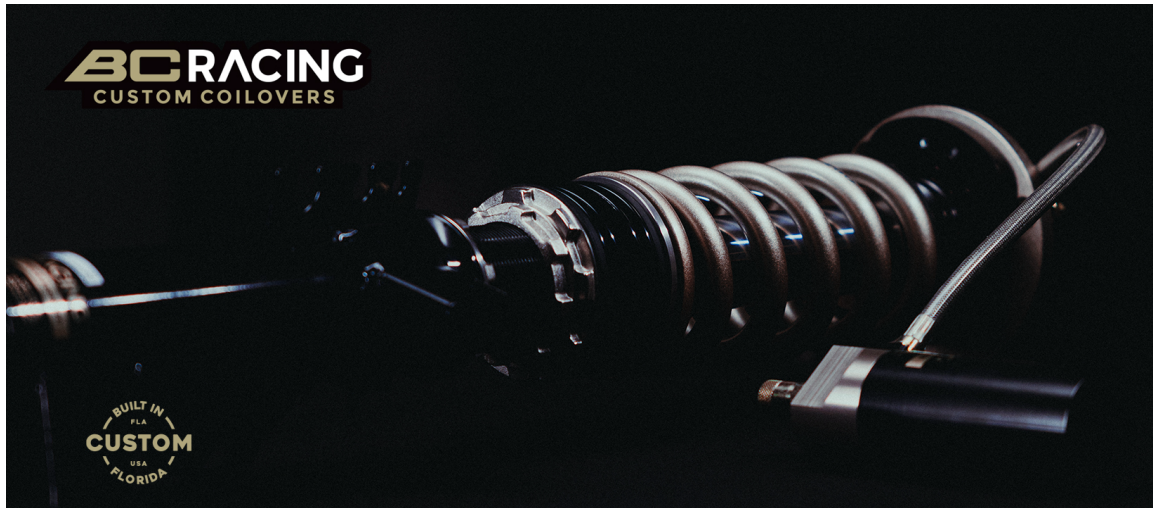
**KENDA
TIRES**

OUR COMMUNITY: kendatire.com | IG: KendaMotorsports YT: KendaTiresUSA



9.3.3 Steering and Suspension

The steering mechanism and the suspension of the vehicle should be checked for its general condition. The front and rear wheel bearings should be tight and play-free. There should be very little or no play in the suspension of the vehicle and in the steering mechanism.



9.3.4 Engine Bay

There should be no significant fluid leaks from the engine, radiator, or hoses. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or should terminate in a catch tank of at least one (1) liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

9.3.5 Brakes

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

9.3.6 Disabled Drivers – Controls

All vehicles with special controls are the responsibility of the driver. TDG will not assume any liability for poor design and/or failure of any such mechanism. As such, TDG cannot provide approval or disapproval for the design or method of operation. However, vehicles driven in an unsafe manner may be removed from the track regardless of cause.

9.3.7 Seatbelts and Harnesses

The seatbelts should be in good condition. No damage may be present on the seatbelts, and they must be the factory configuration. Any harness or any restraint system, other than factory stock, shall conform to DAR Section 10.5.1, in all respects except for the expiration regulations. Harnesses that are expired for racing may be used providing that they are in at least very good condition. Passenger seatbelts must meet the same minimum requirements per the DAR as the driver seatbelts if being used by a passenger. Note: passenger equipment need not match the installed equipment on the driver's side. See Section 10.5 for more information about four-point harnesses. Stock / OEM belts should not be worn with hard shell, fixed back racing seats. Those seats should have a racing harness.



9.3.8 Battery

The battery should be securely fastened to the vehicle. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material should cover the positive battery terminal. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case; however a case is still recommended. Lithium-ion batteries must be outside of the passenger area of the vehicle. Note: a ruptured lithium-ion battery is subject to instant ignition at such high temperatures, the owner/builder runs the risk of the entire vehicle being consumed by the fire.

9.3.9 Exposed Wires

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

9.3.10 Seats

All seats must be securely fastened to the structure of the vehicle in such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions. Expired FIA seats may be used in HPDE without a seatback brace if one was not required originally. Passenger seats must meet the same minimum requirements, per the DAR, as the driver seat, if used by passengers. Note: the passenger seat does not have to match the driver's seat.

9.3.11 Loose Objects

All loose objects in the vehicle's passenger compartment should be removed.

9.3.12 Rearview Mirrors

The vehicle should have at least one (1) rear view mirror affixed such as to provide the driver with good visibility to the rear.

9.3.13 Mufflers – Sound Limit

There may be a specified noise limit for each event. Drivers should note that different venues may measure sound differently and things such as surrounding buildings, walls, measuring distance, etc., may give a higher or lower reading than expected. All drivers are responsible for meeting the sound limit requirements of the venue.





10 REQUIRED SAFETY EQUIPMENT

Disclaimer: These regulations must be strictly followed. Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations, it is the reader's responsibility to contact TDG office or TDG official immediately.

10.1 Fire Extinguisher

A fire extinguisher is required unless a fire system is installed, in which case a fire extinguisher is recommended in addition to the fire system. An extinguisher must be securely mounted inside within driver's reach while normally seated, belts fastened, and steering wheel in place. The bracket shall be metal and of the quick release type. The mounting hardware shall use metal bolts/nuts/washers (use of sheet metal screws and/or rivets is prohibited).

10.2 Fire System

A fire system meeting SFI specification 17.1 or 17.2, or those listed by the FIA on Technical List No. 16 with a visible SFI or FIA certification decal is recommended. This system shall include a minimum of two (2) nozzles, one (1) in cockpit and one (1) in engine bay, with manual or auto activation. If equipped for manual activation, an activation point (cable pull or switch) must be located inside the vehicle within reach of the driver while normally seated, belts fastened, and steering wheel in place. If an electric solenoid or switch is used to activate the fire suppression system, it should not lose power when the electrical master switch or vehicle ignition switch is turned off. System cylinders shall be securely mounted with metal bolts/nuts/washers. All systems must be installed, maintained, and used per manufacturer's instructions.

10.3 Fire System Required Decal

Vehicles equipped with a fire suppression system must display two (2) "E" decals, one (1) required inside at the fire system activation point, and one (1) on the outside of the vehicle closest to where the activation switch is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. For vehicles with an additional external activation point, an additional "E" decal shall be placed adjacent to that activation point.

10.4 Fuel Cell / Tank

All fuel cells must be FIA FT3 (or higher) certified.

A fuel cell is not required. All vehicles having a fuel cell must comply with the rules in this section, even if a fuel cell is not required.

1. There should be a solid bulkhead completely separating the fuel tank, fuel pump, fuel cell, filler neck hoses, and vent lines, from the driver compartment.
2. The cell must contain a bladder that is FIA FT3 (or higher) rated.
3. The cell should be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex (crystalline polypropylene or high-density polyethylene), fully surrounding the bladder.
4. Internal foam baffling should be installed, as per FIA FT3-1999 (or higher).
5. The filler cap, line, vent hoses, etc. should be designed so that no fuel will escape if the car is partially or totally inverted.
6. There may be a small drain hole in the outside box to purge fuel trapped between the bladder and the box.
7. The driver is responsible for ensuring that the cell, bladder, and components are installed, maintained, and replaced per the manufacturer's instructions and in accordance with applicable sections of the DAR.
8. The bladder has a date of manufacture and serial number.
9. Bladders older than five (5) years should not be used.
10. The driver is responsible for showing proof of the age of the bladder.



11. A single external (to the fuel tank or fuel cell) container that fuel is stored in, or moves through, (e.g. swirl pots, vent cans, surge tanks, etc.) may be used, and that container shall not have a capacity greater than 1.5 liters (0.4 gallons). The container must be constructed of metal with threaded fittings to stainless steel braided fuel hoses. It must be separated from the driver's compartment by a separate bulkhead. Any container over 1.5 liters (0.4 gallons) is considered to be another fuel cell and subject to fuel cell requirements.

10.4.1 Installation

Reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage. Floor structure may be modified to aid in the installation of the cell. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash. Installing a fuel cell that hangs significantly close to the ground or one that is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and therefore excluded from participation.

10.4.2 Rotary-molded Cells

Rotary-molded cells are prohibited unless the bladder meets the current FIA FT3 specifications and carries the current FIA FT3 standard certification mark, label, or stamp. Most or all JAZ and RCI brand cells are examples of rotary-molded **cells that do not carry such ratings**. (Note: A good fuel cell is made by companies such as ATL or Fuel Safe (other than their entry level models) and should cost \$800 or more. Beware of inexpensive "SCCA APPROVED" cells. While the SCCA is a fine organization, the stamp of approval found on some safety items may pertain to other forms of racing and may not be consistent with these rules. Consult an expert before purchase).

10.4.3 Fuel Cell for Alternative Liquid Fuels

According to leading manufacturers of fuel cells, there is no problem putting alternative fuels into a fuel cell made for gasoline. However, if the cell was previously used for a different fuel, such as gasoline, the bladder should be rinsed, and the foam should be changed. The same is true when switching from an alternative fuel back to gasoline.

10.5 Required Safety Equipment – Driver

Disclaimer: Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations, it is the reader's responsibility to contact TDG office or TDG official immediately.

All participants shall utilize equipment that meets or exceeds these minimum requirements while driving on track (Note: passenger equipment must meet or exceed these minimum requirements, but do not necessarily have to match the driver's equipment).

1. Use a proper fitting helmet that meets Snell 2005 (SA 2005; M2005) or ECE 22.05, or newer (or equivalent) standards for cars or motorcycles.
2. The driver and any passenger must utilize modern style stock seatbelts in very good condition, or a DOT approved restraint system, while operating a vehicle on the track. Lap belts used without any shoulder restraints are not permitted. Restraint system requirements are listed in Section 9.3.7. The only four-point belt systems that are allowed for use in HPDE / TT are 1.) those that carry an "FIA B-xxx.T/98 (or newer) certification, or 2.) those that carry a label from the belt manufacturer stating that the belts meet Federal Motor Vehicle Safety Standard (FMVSS) 209 and that the belts were designated for the specific vehicle (e.g. "For use only in BMW E36 models"). Such label must be easily visible to TDG inspector. Note: four-point belt sets that have a DOT-only certification are prohibited.
3. Non-synthetic fabric clothing (i.e. cotton).
4. Open-toed shoes and tank tops are prohibited while on track.

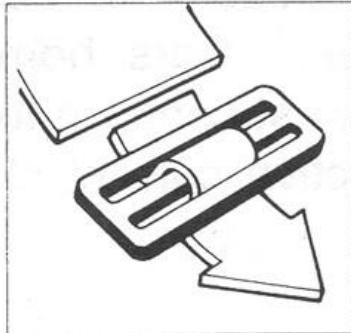


5. Drivers should wear eye protection such as goggles, safety glasses, or face shields preferably made of new impact resistant materials.
6. It is recommended that any corrective eyeglass material used be made of safety glass type that meets U.S. Government standards.

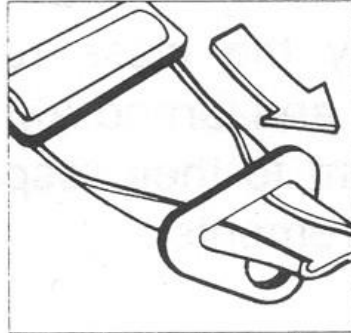
10.5.1 Driver Restraint System

(See diagrams at the end of section)

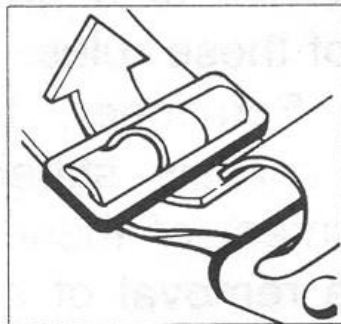
1. All vehicles should have a five (5), six (6), or seven (7) point seat belt system. Arm restraints are required in open vehicles and vehicles with: open T-tops, open targa tops, missing moon/sunroofs, or glass moon/sunroofs.
2. A five (5) point system consists of: a lap belt, two (2) shoulder belts, and anti-submarine strap.
3. A six (6) point system is recommended for vehicles where the driver is seated in an upright (to thirty (30) degrees) or semi-reclining position. It consists of two (2) anti-submarine belts in addition to the lap and shoulder belts.
4. A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline.
5. The material of all straps should be in new or perfect condition. The buckles should be metal quick release. There must be a single point of release for all belts.
6. The shoulder harness should be mounted behind the driver at an angle between zero (0) as to be level with the driver's shoulders and above a line drawn downward from the shoulder point at an angle of no more than twenty (20) degrees from horizontal with respect to flat ground.
7. The seat, seat holes, and attachments to the seat, are not permissible "harness guides" for compliance with the angle requirement. Only specific harness guide bars, or parts of the chassis or the cage are permitted for this purpose. The guide bar, if used, should not present a sharp edge to the belt. It should provide as much area of support as possible to distribute the load.
8. Only separate shoulder straps are permitted. "H" type belts are permitted. "Y" type belts are prohibited. Each shoulder strap should have an independent mounting point.
9. All mounting hardware should be SAE grade five (5) or better. Large diameter mounting washers should be used to spread the load. Bolting through floor panels, etc. is prohibited without washers.
10. Certain belt sets are made for certain purposes, such as for use with a specific head and neck restraint device. The driver is responsible for ensuring the use of the proper belt set for his/her given application. In addition, all belts must meet at least one of the following:
 - A. SFI Specification 16.1 or 16.5 shall bear a dated label of no more than two (2) years old or show an expiration date (starting on belts produced in 2017). At least one date label is required on belt sets.
 - B. A restraint system meeting FIA 8853/98, or D-###.T/98, or higher, including amendment 1/92 may be used. FIA certified belts have a label that shows an expiration date. The belts cannot be used past December 31st of the year shown on the label. At least one date label is required on belt sets.
11. All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. It is the driver's responsibility to assure that the harnesses are installed in compliance with the manufacturer's instructions for the harness, as well as their head/neck restraint.
12. Any driver involved in a high impact crash shall send all of their safety belts back to the manufacturer for inspection, re-webbing if necessary, and re-certification before they may be used again. Proof of re-certification is the driver's responsibility.
13. All belts should be threaded in compliance with the manufacturer's instructions. An example of one type of threading instruction set appears at the end of this section.



STEP 1: Insert strap through tightening buckle



STEP 2: Pull strap to 8"-10" beyond buckle, fold edges and insert into mounting bracket



STEP 3: Fold back strap and re-insert through buckle as shown.



STEP 4: Fold back strap again and insert through bottom portion of buckle.

10.6 Roll Cage

(See diagrams at the end of section)

10.6.1 Purpose

The basic purpose of the roll cage is to protect the occupant(s) in case of a rollover or a collision.

10.6.2 Chassis Stiffening

Chassis stiffening is a side benefit of a good roll cage system, but it is not the intent of these rules. Parts of the cage deemed by the Chief Scrutineer to serve no practical purpose other than chassis stiffening may be considered in violation of the intent of these rules.

10.6.3 Installation

The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

10.6.4 Padding

All roll cage surfaces that may come in contact with the driver's head, knees, and elbows must be padded with high-density padding such as Ethafoam or Ensolite or other material labeled "high density padding" and manufactured for road racing use.

10.6.5 Bends

None of the tubing may show any signs of crimping or wall failure. All bends should be Mandrel type. The center radius of the bends should not be less than three (3) times the outside diameter of the roll cage tubing.



10.6.6 Main Hoop

The main roll cage hoop should be as wide as the full width of the interior and must be as close to the roof as possible without violating DAR section 10.6.23. One (1) continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends* maximum, totaling one hundred either (180) degrees +/- ten (10) degrees. *Any slight bend at the midline of the roof to ensure compliance with this section is not considered a bend for the purposes of this section.

10.6.7 Diagonal Brace

One (1) diagonal brace should be used in the same plane as the main hoop. The diagonal should be one continuous path; meaning that it must conform to Diagrams 10.6.7a or 10.6.7b. Note: if the installation method from Diagram 10.6.7b is used, the builder should pay close attention to alignment. One end of the diagonal brace shall attach to the corner, or horizontal part of the main hoop above the driver's head, within twelve (12) inches of the driver's side corner. The other end of the diagonal brace shall attach to the mounting plate (or to the main hoop as close to the mounting plate as practically possible) diagonally opposed to the driver's head (passenger floor).

10.6.8 Forward Hoops (Option 1)

The forward hoops should extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the vehicle. There should be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible without violating DAR Section #10.6.23. The forward hoops should incorporate no more than four bends each. Optionally a "10.6.9 Halo Hoop (Option 2)" or "10.6.10 Front Hoop (Option 3)" construction may be acceptable.

10.6.9 Halo Hoop (Option 2)

A "halo bar" extends from the main hoop (in a forward direction) following the roof line to the windshield then following along the top of the windshield, then following the roof line back to the main hoop, thus creating a "halo" over the driver's head. A "halo" bar should be constructed of one (1) continuous piece of tubing. One (1) down tube following the "A" pillar should support the "halo" on each side of the vehicle. The down tubes shall incorporate no more than two (2) bends each.

10.6.10 Front Hoop (Option 3)

A "front hoop" is a bar that extends up from the floor, then follows the "A" pillar up to the roof, then follows the roof line across the top of the windshield, then back down the other "A" pillar, and then terminates on the floor. There should be one (1) horizontal bar (following the roof line) connecting the main hoop and the forward hoop on each side of the vehicle. The front hoop should incorporate no more than four (4) bends.

10.6.11 Rear Braces

(See diagram at the end of section)

The main hoop should have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top. **The braces should not contain any bends***. There must be at least thirty (30) degrees between the plane of the main hoop and the plane of the rear braces. The main hoop rear braces may consist of an "X" pattern design. The main hoop braces may be mounted at the rear shock mounts or suspension pickup points (providing that the braces remain in compliance with all the other sections of the DAR). They may go through any rear bulkhead(s) provided the bulkhead(s) is sealed around the cage braces. *There may be certain exceptions allowed for vehicles that cannot possibly meet this "no bend" requirement. One exception is listed (Section #10.6.12). Other exceptions may be made if all of the required bars meet the specifications for a vehicle in the next heavier weight classification and the alternative design is submitted to TDG for approval.



10.6.12 Rear Braces – Exceptions

On vehicles where the rear window/bulkhead prohibits the installation of rear braces, the main hoop should be attached to the body by later welded to the cage and attached to the stock shoulder harness mounting location. There must also be a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (“Petty bar”). Some vehicles built for racing in other recognized sanctioning bodies may be granted a waiver of this rule; however, they must show proof of compliance with the current published rules for that organization.

10.6.13 Door Bars / Side Impact Protection

At least two (2) door bars on the driver side and two (2) door bars on the passenger side are required in all vehicles. Note: An “X” design is considered to be two (2) bars. One (1) optional door bar support tube may be installed from door bars to a single point on a plate attached to the rocker panel. This applies to both sides of the vehicle. The mounting plate shall be no larger than twenty-five (25) square inches and measure more than eight (8) inches in any direction. This mounting plate must not serve any other purpose than serving as the termination point for the additional support bar.

Unless superseded by other rules, modifications to any non-chassis structure (such as door panels, inner door sheet metal, windows, door internals, etc.) may be made to accommodate any allowed door bar configuration. However, removal of material and/or modifications is limited to 1) the least amount to accommodate the door bars, and 2) can serve no other function. Holes, or notches, in the door jamb (B-pillar) are permitted to accommodate door bars.

10.6.14 Mounting Points

The roll cage shall be mounted to the floor area, which includes rocker panels, of the car in six (6), seven (7), or eight (8) points. The cage shall not go through the firewall. The seventh and eighth points must attach to the firewall or front fender wells. All cage attachment points must be mounted to plates or a mounting box (plinth). Each required cage bar shall terminate on a plate with a 360-degree weld to the mounting plate., except as specified in Section 10.6.17. There shall be only one (1) mounting “point” per plate. This point is defined as where the “required tube” mounts. All additional tubes mounted to that plate must be mounted as close to the required tube as possible [Ref: 10.6.17]. It is recommended that plinth boxes use a bottom support plate in cases where the edges of the box may punch through the sheet metal.

10.6.15 Mounting Plates

Each mounting plate shall be no greater than one hundred (100) square inches, and no less than nine (9) square inches. Each mounting plate must be no greater than twelve (12) inches or less than two (2) inches on any side. Welded mounting plates shall be at least 0.080inch thick. Plates may extend onto vertical sections of the structure. Any mounting plate may be multi-angled, but shall not exceed one hundred (100) square inches total, including vertical sections.

10.6.16 Mounting Plates – Bolt-In Cage

The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three (3) bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE Grade five (5) or better with 5/16” diameter minimum. All nuts must be held securely by a locking system, such as safety wire, lock washer, Nylock, or jam-nuts. Nylock or nuts that use metal crimping to prevent loosening shall not be reused.

10.6.17 Tube / Mounting Plate Specifications

Any number of tubes may attach to a plate so long as they are touching each other at the plate. There may be a small gap between tubes to allow welding 360-degrees around each tube. If there is no gap between the tubes, they must be welded around the base as much as possible to form a



single figure-eight weld, and the tubes must be welded to each other for two (2) inches up from the base plate.

10.6.18 Welds

All welding must be of the highest quality with full penetration. All tubes must be welded 360-degrees around the circumference of the tube. Tubes in cages produced and install at the factory (not dealer) may be permitted without some welds not being 360-degrees. Example: Porsche GT3 Cup Car. This is a factory-built racecar with the cage already installed.

10.6.19 Tube Structure Design / Body

Tubes may not touch the body in any place (not to violate DAR Section #10.6.23 Inspection), but shall not be attached anywhere except as permitted by DAR Section #10.6.12 Rear Braces – Exceptions. No deformation of the interior body panels is permitted, except that horizontal part of the sheet metal (next to the driver's and/or passenger's head) between the top of the "B-pillar" and the top of the "A-pillar", may be pushed in to accommodate the roll cage. The intent of this permitted deformation is strictly to allow for more headroom for the driver and/or passenger.

10.6.20 Additional Reinforcement

Any number of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety and do not violate DAR Section #10.6.2. This rule does not permit reinforcements in classes with spec cages.

All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness. Additional tubing may be of any size/dimension; however, it should not create an unsafe situation.

10.6.21 Roll Cage Tubing Sizes

For the purposes of determining roll bar tubing sizes, the vehicle weight is as raced, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses to account for manufacturing tolerances. Minimum tubing size for the roll cage is:

Up to 1500 lbs

1.375" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only)

1.500" x 0.080" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only)

No ERW allowed.

1501 – 2500 lbs

1.500" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only)

No ERW allowed.

2501 – 3000 lbs

1.500" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only)

1.750" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only).

No ERW allowed.

3001 – 4000 lbs

1.750" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8 (only).



No ERW allowed.

Over 4000 lbs

2.000" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), DOM, or Docol R8
No ERW allowed.

10.6.22 Bending Allowances

If the maximum number of bends permitted for any one bar is exceeded, all required components shall be made from the tubing size listed for the next heavier category.

10.6.23 Inspection

Wall thickness will be determined using a tool such as a sonic tester. Alternatively, a 3/16 inch inspection hole may be drilled in each of the required bars in a non-critical area for the purpose of determining wall thickness. All welds, except those mounted to plates on the floor, must be accessible for inspection (360-degrees).

10.6.24 Seat Back Support

A seatback support must be made to hold the seatback from failing in the event of a crash. A plate shall be used to distribute the load. No bolts, corners, or sharp objects should be placed in such a manner that could lead to a possible puncture of the driver in a high impact crash. Seat back support need not be attached to the seat itself. Proper design and installation are crucial to safety, and it is recommended that the driver employ the services a professional race car builder for this, as well as all other vehicle safety items. An exception may be made for those seats homologated to, and mounted in accordance with, DIA 8855-1999 or 8862-2009 standards. Those seats that qualify for the aforementioned exception must conform to the entire FIA 8855-1999 or 8862-2009 set of regulations, as applicable. This includes a mandatory seat replacement, or use of a seat back brace, for any seat more than five (5) years old (8855-1999) or more than ten (10) years old (8862-2009). Please reference the FIA regulations. <http://www.fia.com/>. Seatback supports should be located as shown below.



Diagram courtesy of I/O Port Racing

10.6.25 Shoulder Harness Bar

The shoulder harness bar shown in the cage diagram (below) as bar "H" – "G" must meet the minimum dimensions required for the cage design for the specific vehicle. The harness bar need not intersect with the main hoop at any specific location (vertically), however, the bar shall be installed horizontally (parallel with the ground). The bar should intersect the required diagonal bar, but need not remain in the same plane as the main hoop (e.g., May bend aft-ward to allow more seat room behind the driver and/or passenger seat(s)). If the harness bar does not intersect the required diagonal bar, a bar meeting the same minimum dimensions required for the cage design



must be installed horizontally (parallel with the ground) at the point the two (2) bars would have intersected if not for the rearward bends in the harness bar that prevented them from intersecting.

10.6.26 Diagonal Bar Diagrams

Roll Cage Diagram

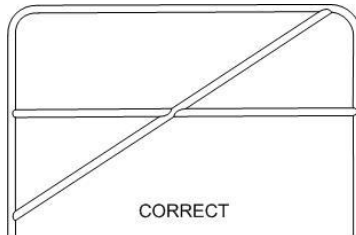


Figure 15.6.7a

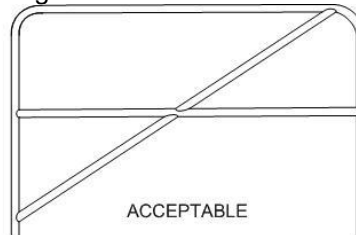


Figure 15.6.7b

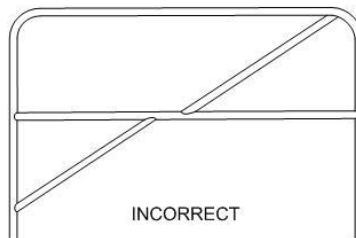


Figure 15.6.7c

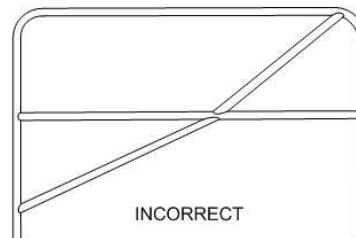
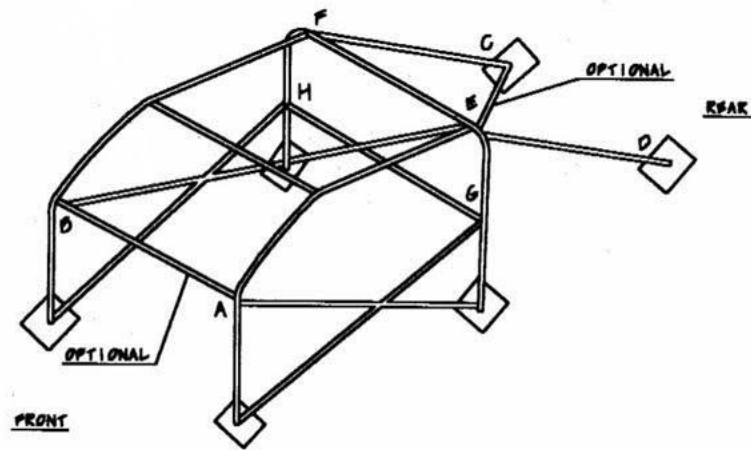
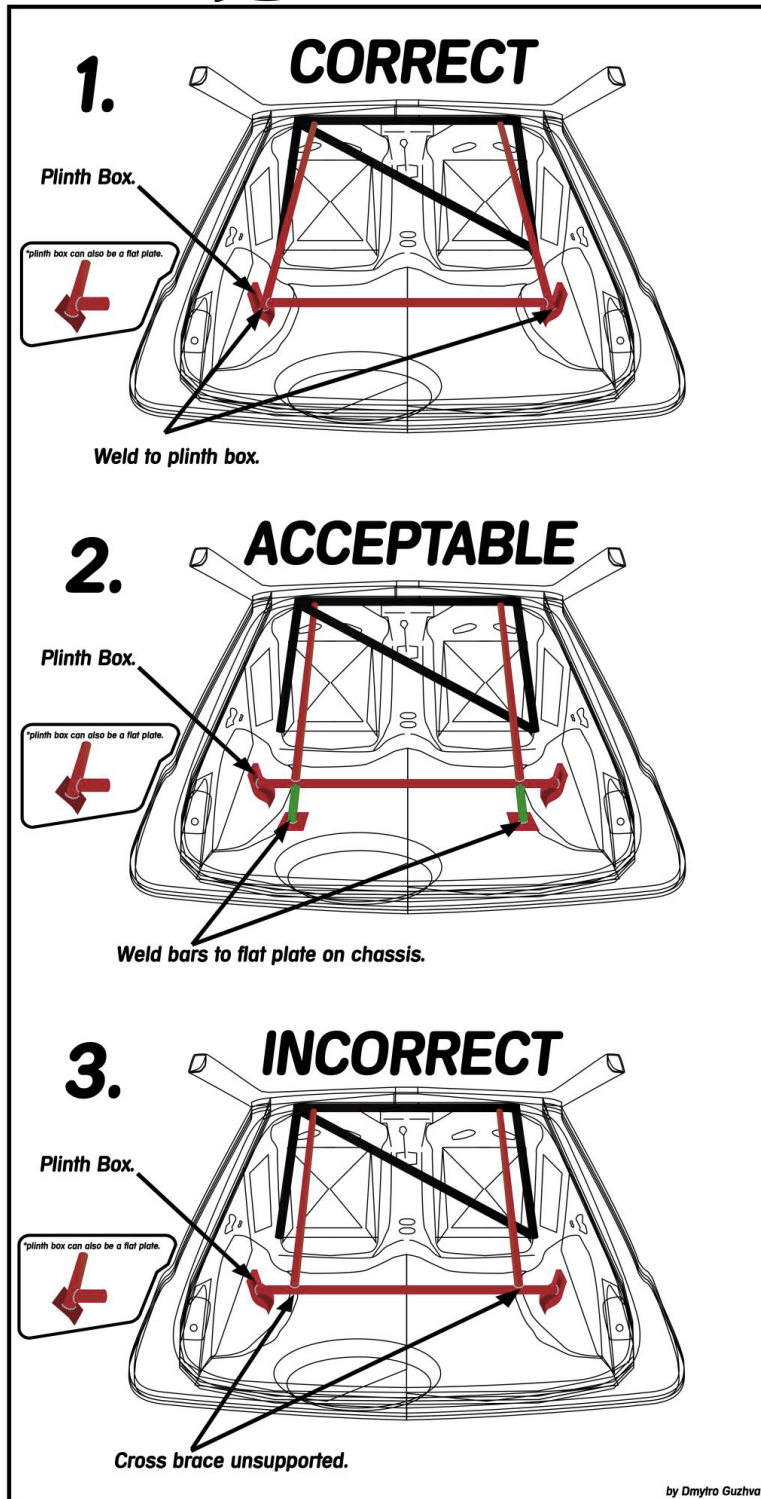


Figure 15.6.7d



TYPICAL ROLL CAGE

10.6.27 Rear Braces



by Dmytro Guzhva



10.7 Disability Operated – Controls

All vehicles with special controls are the responsibility of the driver. TDG will not assume any liability for poor design and/or failure of any such mechanism. As such, TDG cannot provide approval or disapproval for the design or method of operation. However, vehicles driven in an unsafe manner may be removed from the track regardless of the cause.

10.8 Master Switch

An electrical master switch is required. It should be mounted so that it is easily accessible from the outside of the vehicle. If mounted outside the vehicle, it should be mounted in an area where it is least likely to be damaged (e.g. cowling near wipers). The switch should shut off the engine and cut all power, except to the on-board fire system, radio communication, and any other life support/medical device. The switch location must be clearly marked with a master switch cut-off decal.

10.9 Steering Wheel Lock

The steering wheel locks should be removed or disabled.

10.10 Windows / Window Nets

Vehicles shall be operated with both side glass windows fully open, except for cases where the vehicle was originally designed and delivered with factory installed lexan side windows.

Window nets shall be used on the driver's side window. The net shall be installed with a quick release mechanism at the top front mount so as to allow the window net to fall toward the floor of the vehicle when released. Fasteners must be metal and be attached to the roll cage, and not the door or body. Drilling holes in the roll cage to mount the window net is strictly prohibited unless properly "bushed". Plastic ties or bungee cords prohibited. The window net shall carry a SFI 27.1 or FIA label, and be in very good condition.

Exception. Vehicles originally designed for use on closed course circuit driving with manufacturer installed window nets may utilize the original equipment. Note: It is the responsibility of the participant to provide evidence that the vehicle is as delivered from the manufacturer.

10.11 Camera Mounts

Camera mounts are unrestricted providing that they serve no other purpose.

10.12 Tow Eyes

It is required that all race vehicles have at least two (2) easily accessible (and usable) tow eyes, or two points; one (1) in the front and one (1) in the back. They must not protrude dangerously from the vehicle or require manipulation of the bodywork and/or panels to access the tow eyes. If tow eyes or tow points are not available, the towing crew will hook onto other things that may cause damage to the participant's vehicle. The tow crew and TDG will not be held liable for any damage(s).

10.13 Windshield / Sunroof Clips, Headlights

Windshield clips are recommended to hold the windshield from ejecting in case of a crash. Sunroof clips are required. Glass sunroofs (moon roofs) must be removed or completely covered with tape on both sides. Taping to protect the headlights from rocks is recommended.

10.14 Hoses Inside Cockpit

All hoses carrying any flammable liquids or any toxic or flammable gases that go through the cockpit must be metal or steel braided or reinforced.



10.15 Lights

10.15.1 Brake

There should be at least two (2) working red brake lights visible from 300 feet to the rear. Certain racecars may be exempt at the discretion of the Event Director.

10.15.2 Headlights

There should be at least two (2) working headlights visible from 300 feet to the front. OEM style headlights are recommended over led bars. Certain racecars may be exempt at the discretion of the Event Director.

10.16 Driver's Seat

The driver's seat must be securely fastened and braced in such a way as to minimize the possibility of breaking loose during an impact. Large fender washers and solid fabricated mounts are recommended. Seats made primarily of plastic, polymer, PVC, ABS, or other similar materials are prohibited. Fiberglass /carbon fiber/Kevlar seats made for road racing are permitted. The installation of the seat must conform to all requirements published by the manufacturer.

10.16.1 Racing Seat

A seat is required. A racing seat is of solid design; not "tube and cloth" designs commonly found in passenger vehicles. It can be very difficult to properly brace a "tube and cloth" type seat and the vehicle may not pass technical inspection.

10.16.2 Seat Mounting

The seat shall be mounted to a steel floor pan with reinforcements or mounted through a frame member(s) and/or additionally added reinforcement. A reinforcement structure should be fabricated with a minimum thickness of 0.090" for those vehicles without a steel floor pan. The reinforcement structure should be mounted to (or within) the steel frame/chassis/cage members.

10.17 Driver's Attire

The following safety items are recommended to be worn by the driver. All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility. If, at any time, illegal, non-conforming, missing, or outdated safety equipment is found, the equipment (in its entirety) will become the property of TDG. Additionally, the driver may be fined \$50 for each separate offense. Subsequent offenses during the same season will double the penalty each time. TDG reserves the right to make the penalties more severe should the situation warrant.

10.17.1 Driving Suits

A driver is recommended to wear a suit that covers their entire body, except for hands, feet, and head. Driving suits shall be one piece carrying a SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, or 3.2A/20) or FIA 8856-2000, FIA NORME 1986/1986. The minimum driving suit requirement for vehicles using any type of diesel or diesel mixture is 3.2A/5 or higher. Note: "3.4" is an acceptable substitute where "3.2" is used and/or listed.

10.17.2 Underwear

Long underwear made of fire-resistant material must be worn with all driving suits, except those carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20, or FIA 8856-2000. Underwear certified to SFI 3.3 or FIA 8856-2000 is strongly recommended in all cases. All drivers using any type of diesel or diesel mixture must wear long underwear made of fire-resistant material if the suit rating is less than 3.2A/10. Note: Other types of fuel may require higher ratings.



10.17.3 Helmet

All drivers are required to wear a properly fitted and secured helmet while on track. Helmets must be approved by Snell and carry a sticker of Snell SA2015, EA2016, or newer*. Ratings other than that of "SA" (Special Application), (e.g. M2015, M2020, or CMR2007) **are not acceptable**. Any *Alternatively, helmets with a FIA certification of FIA 8858-2002, FIA 8859-2010, or FIA 8860-2010 or newer are acceptable. It is strongly recommended that any helmet sustaining any substantial impact be replaced.

10.17.4 Gloves

Drivers are recommended to wear gloves made from fire resistant material that fully covers the hands and leave no exposed skin when worn with the driving suit.

10.17.5 Eye and Face Protection

A full-face helmet with an impact-resistant face shield is recommended for all vehicles. Eye protection is required. Face shields, safety glasses, or goggles completely made of impact resistant material are permitted as "eye protection". However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver. Drivers with beards or long hair should, at their discretion, also wear a face cover (balaclava) made of approved fire-resistant materials. A full helmet skirt made of Nomex or other fire-resistant material shall also satisfy this rule.

10.17.6 Shoes

Shoes made of fire-resistant material or common cowhide leather are recommended. Shoes must cover the entire foot so that there are no exposed areas of skin.

10.17.7 Socks

Socks made of fire-resistant material must be worn with driving suits.



Driver Support Program

US Drift and Drift Appalachia drivers receive special pricing at OG Racing
Login at www.ogracing.com with your email, pricing
will be automatically updated at checkout.

Use the email that you used to register for US Drift or Drift Appalachia event

10.17.8 Head and Neck Restraint



Use of a head and neck restraint system or device, carrying a SFI 38.1, FIA 8858-2002, or FIA 8858-2010 (or higher) certification label, is mandatory for all drivers. References and information can be found in "Appendix A", of the DAR.

10.17.9 Head Restraint – Side Impact

All vehicles must be outfitted with a right-side impact head restraint system. A seat with a "bolster" to keep the head from moving to the right side in an impact is acceptable. A side-impact head-net restraint system, such as shown in picture 10.17.9-2 below, is also acceptable. Note: All side impact head-net restraint systems must have a quick-release mechanism to aid the driver in case of egress if necessary, via the passenger size.

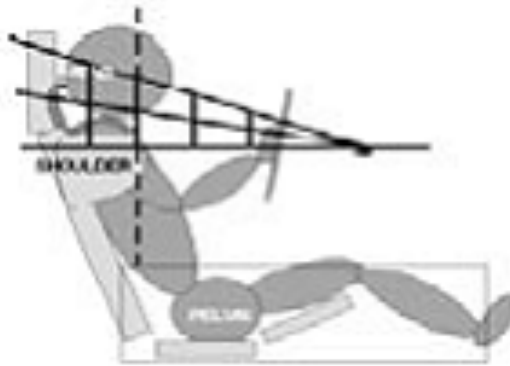


Diagram 10.17.9-1



Picture 10.17.9-2

10.18 Engine Coolant

Glycol-based antifreeze and other additives that may cause a slippery condition if spilled on track are prohibited. Other water additives such as Redline Water Wetter may be used.

10.19 Alcohol Injection

Tanks containing alcohol (e.g. methanol) that exceed 50% alcohol by volume must carry a FIA FT3 (or higher) rating and be installed per fuel cell regulations found in DAR Section 10.4. Tanks containing 50% or less alcohol by volume may use any container per the manufacturer's instructions or recommendations. Under all circumstances tanks and/or containers must be mounted in an area that is separated from the driver by a solid bulkhead or firewall.

10.20 Ballast

All ballast shall be solid metal such as steel, lead, or depleted uranium, and consist of a minimum of five (5) pounds per piece. Each piece shall be bolted in place with through-bolts, fender



washers, and a locking-nut/system (e.g. jam-nuts or metal crimping lock nuts should not be reused).

10.21 Exhaust Exit

The exhaust must exit behind and away from the driver.

10.22 Fuel Caps

All vehicles should utilize fuel caps such that the fuel will not spill out of the fuel tank under hard driving. Operational Monza type style caps are prohibited. (Decorative Monza style covers for regular fuel caps are permitted).

10.23 Electric and Hybrid Powered Vehicles

Vehicles powered, all or in part, by an electric motor must display four (4) "lightning bolt" decals, as pictured below, in visible locations to warn safety crews of possible high voltage and alternative batteries. There shall be one decal on the door below the driver's window opening and a corresponding decal on the passenger side. Additionally, decals are required on the front and rear of the vehicle. If the vehicle is non-production-based, the decals shall appear as close as practical in the corresponding locations (e.g. bodywork).



Diagram 10.25-1



11 APPENDIX A

11.1 Head and Neck Restraint Systems

11.1.1 General

The SFI Foundation keeps a list of 38.1 approved devices on their website. If the device is not on this list, it will not fulfill the use mandate. As of April 1, 2012, all devices that have a SFI certification and are more than five (5) years old should be sent back to the manufacturer for recertification per SFI 38.1 specifications. There is no requirement to recertify a FIA certified device, even if it also has a SFI certification.

11.1.2 Installation and Replacement

Any systems used must be installed and used according to the manufacturer's directions. The driver is ultimately responsible for the proper installation and use of these devices. It should be noted that certain types of devices may have expiration dates and/or periodic maintenance requirements. Any device that shows signs of wear or abrasions should be sent back to the manufacturer for repair or should be replaced. "Homemade" repairs are prohibited.