



Driver Requirements

- Closed Face helmet is required. SA2015 or SA2020 is required. A helmet must be less than twelve years old based on the Date of Manufacture. The helmet must be in good condition and show no signs of damage. Chinstrap must be present and always fastened when wearing.
 - ⇒ ***Open face helmets ARE allowed but must be SA2015 or higher, must be accompanied with protective eyewear.***
 - ⇒ ***Snell Motorcycle helmets (M) and DOT helmets are not allowed. NO EXCEPTIONS!***
- All drivers are required to wear long pants, close-toed shoes, and sleeved shirts. Long sleeve shirts are not required.
- Driver must be 18 years of age or older and possess a valid driver's license. If under 18, the parent or legal guardian must be present and sign the waiver day of the event in person.
- Driver's meetings are mandatory for ALL drivers. If you do not attend the driver's meeting, you will not be allowed on the track day of the event without staff permission.
- Common sense is required, and no crying, whining is allowed at any Drift Indy event.

Passenger Requirements

- Any passenger must meet the same helmet and attire requirements as the driver (ONLY if passengers are allowed; please look at each event information).
- Passengers are allowed with approved drivers after signing the waiver with a passenger wristband.
- Media is permitted to ride along with signing the waiver.
- Any car taking a passenger must have a passenger seat and harness setup that meets the requirements in this rulebook
- All passengers must be 18 or older (this includes media)
- ALL passengers must keep hands, arms, legs and feet inside of the vehicle. Selfie sticks and cameras being held outside of vehicle are permitted as long as hands and arms remain inside the vehicle.

Driver Run Groups

- This section explains each driver's group at ALL Drift Indy events (including No Star Bash). Drivers are broken into A, B, and C groups based on experience, and driving in the right group gives you and all the other drivers the best experience on the track. Conversely, driving in a group that you are not ready for is dangerous and will not happen. Drift Indy staff will move drivers accordingly if necessary or relegate/promote drivers to the correct group.
- Driver run group time-on-track may vary depending on number of drivers in each run group. The goal is to

give everyone an equal amount of seat time, and those times will be up to the staff and manager of each specific event.

⇒ A Group (Pre-Listed)

Pre-listed and approved Group-A driver. Must have received an email at the beginning of the season, or have been approved at a current-year season event.

◇ **Disclaimer:** Just because you have a roll cage does not put you in A group.

⇒ B Group (Tandem Driving & Single Driving)

Intermediate to advanced-level driver. Want to figure out tandeming, become a more technical driver and harness your inner ripper? This is your group! Drivers in this group will have the ability to either drive tandem with another driver, or drive alone as a single. If driving a single lap alone, drivers may be on the track with another three to six cars at the same time. The tempo of this group will move faster, so there is not much time for you to learn the track if you're inexperienced at drifting in general. If you're still spinning out or having a hard time maintaining a drift, this group is not for you, please sign up for Group-C. If you are a prospective Group-A driver, and not on the current Group-A list, please sign up for this group.

⇒ C Group (No Tandem Driving, Single Driving Only)

Beginner to novice-level driver. Are you fresh out of the clinic, trying to learn your car or just getting the hang of dialing in your car and yourself as a driver? This is your group! Drivers are given more space on each lap to learn, and are grouped with similarly-skilled drivers. There is no tandem driving in this group, but drivers may be sent with one or two other cars, spaced-out generously, on the track at the same time. This is the group for you to focus on learning the basics and learning to link the track without spinning.

Driver Etiquette

- Driver must pay very close attention to all Drift Indy staff members and course workers. If any of their instructions are ignored, the driver will be, at a minimum, kicked off track for the session. If the offense is repeated or unsafe, the driver will be ejected from all future events for sucking at following rules.
- Driver's pit area must be kept clean of all trash at the end of the event. In addition, the driver must take all used tires with you at the end of the event.
- Do NOT use a car that has spun-out in front of you as a clipping point; grip up and safely drive around them.
- If you need extra space on track, it is your job to inform the grid worker about this.
- If you spin more than twice, return to grid and try again.
- If you are in a tandem line, you MUST coordinate with other drivers you wish to tandem with and give the grid worker the proper hand signal of how many drivers will be going. You CANNOT just hop out onto track behind a tandem group that you did not coordinate with previously.
 - ⇒ **Exception: NSB party-train lines.**
- If you break-down on track, remain in your vehicle until a staff member shows up.
 - ⇒ **Exception: If your car is on fire, exit your car and use your extinguisher.**
- If you spill any automotive fluids, you must clean them up immediately. Notify the Drift Indy staff of any spills.
 - ⇒ **DO NOT dispose of any oil, antifreeze, or any other vehicle fluids in the track trash.**
- Failure to follow these simple Drift Indy rules or any instruction from the staff will result in immediate ejection from the event and, depending on the severity of the offense, cause you to be banned from all future events.

Vehicle Requirements

General Safety

- General vehicle inspection may include inspection of brakes, suspension, engine, drivetrain, and chassis for proper operation, condition, and potential issues.
- Everything loose in the car must be removed, includes floor mats and anything else that might be floating around in your vehicle. Dispose of all trash in track-provided garbage cans.
- Fire Extinguishers or Fire Sticks (ex: Element) are required for all cars. Must be securely mounted using a metal bracket within reach of the driver while seated with harness on and latched. A minimum of 2lb of extinguishing agent is required if using a traditional extinguisher bottle (this does not mean the overall weight of the entire extinguisher). A traditional extinguisher bottle must have a gauge, and the driver will check the gauge before each event.

Engine/Drivetrain/Fuel/Fluids

- No fluids can be leaking or dripping from the car. If signs of a fluid leak are present, the driver must show evidence that the leak no longer exists.
- A heatshield is required around the brake and clutch master cylinders for any cars with the exhaust side of the engine on the same side as the driver's side. OE heat shield is acceptable. Bent-up license plates or other painted/coated surfaces are not sufficient.
- Absolutely no antifreeze allowed in any car; water only or water with Water Wetter is acceptable.
- An oil overflow is required on vehicles that have removed or modified the OE oil recovery system.
- The gas cap must be present and completely sealed. A firewall is required for all fuel system components inside the driver's compartment. Stainless steel braided lines can pass through the driver's compartment, but all fittings and unions must be behind a firewall or shielded.
- All fluid hoses must be the proper hose to use for the application and purpose, and the hose must have the correct material and construction. The rubber hose should show no sign of wear or weak spots. All fuel hoses must use fuel line clamps; worm gear clamps are not allowed on fuel lines.
 - ⇒ Fuel Injected vehicles require a hose that is rated and marked SAE J30R9.
- Exhaust piping must be present and exit outside of the body or past the car's rear axle. Exhaust will not be routed through cabin.

Lighting and Electrical

- Battery must be securely tied down with a plastic or metal strap and proper hardware. The battery tie down must be in good condition, with no rubber tie downs, bungee cord, zip ties, etc. The positive terminal of the battery must be insulated.
- If the battery is located in the driver's compartment, the battery must be sealed and non-venting. Non-sealed batteries are allowed in the driver's compartment if properly mounted and vented outside the car in a fully sealed box.
- Brake lights must be operational. At least two brake lights must come on when using the brake pedal.
- Hazard lights at the front and rear must be operational. In addition, the hazard switch must be located within reach of the driver while strapped into a seat.
- OE key must completely shut off the car immediately. If OE key assembly is not used, an available kill switch must immediately shut off the car. In addition, it needs to be easily accessible from outside of the vehicle, and the location needs to be clearly marked.
- All wiring should be protected, insulated, and properly mounted.
- If a car will not start due to a wiring issue and dies on track, you must push the car to the pits yourself if track

staff are not available to help.

Suspension

- Ball joints and suspension bushings must be in good condition and have no excessive play or clunking. Double-check all of this before all events.
- Wheel bearings must have zero play.
- Steering must be smooth in operation and exhibit no binding.
- All lug nuts must be present, adequately torqued, and have proper thread engagement. Attention hot boyz: if using bolt-on spacers, all lug nuts attaching the spacer to the hub must be present.

Body and Glass

- Body panels are required. Body panels include fenders, hood, and hatch/trunk. Due to the nature of drifting, bumpers and side skirts are not required at all times. Although, they are highly recommended because, without them, you are ugly.
- Tow hooks/straps are required front and rear. Factory tow hooks are acceptable as long as the driver accepts that their car may be damaged when being towed. Tow hooks/straps should be easily found and painted a highly visible color, and their location marked. Soft tow straps are recommended.
- Hood and trunk must be securely latched using the OE latch or aftermarket pins or latches.
- Windshield must be free of cracks. If you put a quarter over it and you can see any chip or crack, it fails. Also, if you have to ask, then it fails. Remember, your windshield is a structural part of your car that ensures overall integrity; you shouldn't want to be driving a vehicle with a cracked windshield at all.
- Windshield, rear window, and fixed side windows must be present. Door windows must be operational if installed. Lexan or similar shatter-resistant polycarbonate can be used. Windshield needs to be 1/4" thick. Windshield must have center supports and must be bolted or riveted through the window frame. Spacing is a maximum of 12," and there must be at least four fasteners on each side. Side and rear windows need to be 1/8" thick.

Roll Cage

- 6-point roll cage with a harness bar and door bars required for tandem. (Driver run group rules still apply) For parking lot or skidpad events only, a 4-point roll bar is acceptable for tandem. A 6-point roll cage is recommended.
- Roll cage must have X or NASCAR bars on both front doors.
- Must have diagonal in the main hoop extending from above driver's head to passenger floor that is one piece. The harness bar must extend the entire length of the main hoop and be positioned for proper harness mounting.
- Rear mounting bars must tie in at the rear shock tower area.
- Front cage design can be halo or A-pillar bars. A roof bar is required if using a-pillar bars.
- Dash bar is recommended but not required.
- Base plates are required where all tubes meet the chassis and must be welded on all edges. This area must be completely rust-free with no holes.
- All tube joints must be fully welded around the tube.
- Minimum tubing specification for all cars is 1.5" x 0.095 DOM SAE 1018.
- Cage must comply with current SCCA/NASA specifications.
- For bolt-in cages, the OE crash structure cannot be removed or modified. eBay or "Tuner" bolt-in cages are not sufficient for tandem.

- Roll bar padding is required wherever the driver or passenger may come in contact with the roll cage, i.e., halo, door bars, lower a-pillar bar. Rollbar padding can be any foam padding designed to be used for this purpose. No pool noodles, home depot pipe insulation, etc. SFI rated padding is recommended but not required.
- For Convertibles: Aftermarket roll bar, at a minimum, is required for all convertibles. If no roll bar is present for any parking lot or skidpad events, the top must be up and properly fastened.

⇒ **If your helmet or passenger's helmet sits above the roll bar hoop and/or the A-pillar, the top must come up.**

Harnesses and Seats

- Harnesses must be appropriately mounted and not expired. Harnesses must be FIA or SFI rated and within the date range specified on the belts. Harnesses expiration is generally two years after the date of manufacture. Expired harnesses are not allowed. (YES, WE WILL CHECK).
- Harnesses must be mounted using correct hardware. If using eye bolts and bolting through the floor, must use fender washers on both sides to spread the load. Harness shoulder straps must be mounted to a roll cage or separate harness bar and should not be outside 20* of horizontal. The seat cannot be used as a guide for the harness. Harness mounting points must be attached to the chassis or roll cage/harness bar, not to the seat or seat rails.
- If the car does not have a roll cage, a harness bar can be used to mount the shoulder belts when using a 4, 5, or 6-point harness. Must meet mounting requirements listed above.
- 4, 5, or 6-point harness required for a car with a roll cage installed. A 5-point belt is recommended.
- If harnesses are not properly installed and do not comply with FIA or SFI specifications, you will not be allowed to drive until this rule can be met.
- Please refer to manufacture specs for proper installation and maintenance procedures.
- A stock seat belt must be used if stock seats or non-FIA-approved reclinable bucket seats are used. Aftermarket harnesses are not allowed to be used with these seats. YES, WE WILL CHECK
- If race seats are intended to be used with a stock seat belt, the lap belt part of the seat belt must pass through the holes in the side of the race seat.
- Acceptable seat and harness configurations:
 - ⇒ Stock seat, stock seat belt, no cage
 - ⇒ Reclinable seat that is NOT FIA approved, stock seat belt, no cage
 - ⇒ Fixed back race seat (FIA approval not required), stock seat belt, no cage
 - ⇒ Fixed back race seat (FIA approval not required), 4-, 5- or 6-point harness, harness bar
 - ⇒ Fixed back race seat (FIA approval not required), 4-, 5- or 6-point harness, roll cage
 - ⇒ Passenger seat must also meet configurations above to be approved to take any passenger.