BEAVERUN DRIFT RULES

Effective Date: January 1, 2006

BEAVERUN RESERVES THE RIGHT TO MAKE CHANGES TO ALL INCLUDED RULES AT ANY TIME AS DEEMED NECESSARY.

1. **CODE OF CONDUCT**

   A. Paddock and on track conduct:

      1) A driver or crew member that is acting in such a way that he/she is endangering others will be penalized at our discretion: you will receive one warning, your second warning will result in expulsion from practice or event.

      2) The following items will constitute a warning of conduct:

         a) Failure to stop in stop box
         b) Failure to start at start line
         c) Parking lot staging line antics: e.g. Burnout's, Donuts, 180s,etc
         d) Parking in front of gas pumps
         e) Exceeding 5 mph pit speed

   B. The driver is responsible for themselves and their crew's conduct at all times during a drift event/practice. Drivers, crews, and officials are to act in a professional manner.

2. **ALCOHOL, NARCOTICS, PERFORMANCE-ENHANCEMENT DRUGS, and/or RECREATIONAL DRUGS**

   A. The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is prohibited, even if prescribed by a licensed physician.

   B. Consumption of alcoholic beverages shall not commence until all official functions of a specific series have been completed.

3. **ELIMINATION ROUNDS**

   A. Based on the ladder positions, each pair will be competing against each other for entry into the next round of elimination. In tandem drift, run one will be led by the lower qualifier then in run two be led by the higher qualifier. If the competition director does not allow for tandem drift, then each driver will be allowed two solo judged runs. The driver with the best-combined score in the two runs will move on to the next round.

   B. It will be the judgement call of the competition director to allow for tandem or twin drift competition based on the director's assessment of each competition pair. This is so we can insure safety for both competitors based of their various driving skills.

   C. Elimination round will start with a field of sixteen, then narrowed down to eight, then four, then the final two.

4. **JUDGING AND SCORING**

   A. Each Drift Judge will base each run on a scale of 0 to 10. The average of the scores from judging panel will determine the competitor's official score.

5. **TECH INSPECTION**

A. SAFETY INSPECTION-At the beginning of each event the TECHNICAL ADMINISTRATOR will conduct an annual inspection of each entered car. An annual tech sticker will be placed on cars at the beginning of each event, the Technical Administrator, or his assigned representative, will conduct safety inspection of entered vehicles that are new to the series and have not had an inspection. Upon verification of conformance, a tech sticker will be issued. The tech sticker will be withheld from any vehicle that does not comply with the Required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the Technical Administrator to determine what action is required to achieve compliance. The Technical Administrator shall maintain inspection records of each entered car.

B. Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled Drift practice, qualifying and race sessions.

C. Any car which after being passed by the Technical Inspector is dismantled, or modified, in any way which might affect its safety, or call into question it's eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for further inspection.

D. If there is damage to the chassis of the vehicle, the tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is repaired and re-inspected.

E. *TECH STICKER MUST REMAIN ON VEHICLE UNTIL END OF PRACTICE/EVENT.*

6. **ELIGIBLE VEHICLES**

A. GENERAL ELIGIBILITY REQUIREMENTS

1) Any 2- or 4-door coupe, sedan, or sports car
2) Must be production car with a minimum build run of 500 units
3) Must maintain original unibody or frame

B. BODY WORK REQUIREMENTS

1) Must be clean and presentable

a) Aftermarket body panels, front and rear fascias and wing are permitted; make and model must maintain the O.E.M. side impact protection.
b) All bodywork must be securely latched or fasten.
c) Windshield must be O.E.M. or clear Lexan with a minimum thickness of 6mm and maintain the
d) Shape of the O.E.M. windshield.

2) Door, quarter and rear glass must be O.E.M. or clear Lexan with a minimum thickness of 3mm and securely bolted in place.
3) Unibody/chassis may be seam welded
4) Cars must have functioning headlights and taillights in O.E. location

C. ENGINE/TRANSMISSION REQUIREMENTS

1) Engine and radiator catch tanks with a minimum capacity of one (1) quart each are required and

2) Securely fastened.
3) Engine, transmission and cooling system must be free of leaks, fluid leaks will not be tolerated
4) All vehicles must be rear-wheel drive. Drive train may be modified, but must push power to the rear wheels.
5) Leaking cars will be removed from practice/competition until repaired

D. FUEL SYSTEM REQUIREMENTS

1) Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the Unibody/chassis.
2) Fuel cells are recommended.
3) All fuel systems are acceptable, however the safety of all systems will be determined by BeaveRun

E. ELECTRICAL SYSTEM REQUIREMENTS

1) Master electrical cut-off switch is mandatory for vehicles with relocated batteries. Switches should be mounted outside the vehicle clearly marked.
2) Battery must be securely mounted and the positive terminal insulated.
3) Battery may be relocated, if inside vehicle that has no separation between trunk and the cockpit it must be in a sealed box, with vent tube and bolted to the unibody/chassis with the battery fastened inside the box.
4) Headlights, taillights and brake lights must be in working order.

F. EXHAUST SYSTEM REQUIREMENTS

1) Must exit outside of the body-work.
2) Must not exceed 102db at 50 feet from the vehicle at any time while running.
3) Mufflers are recommended.

G. BRAKE SYSTEM REQUIREMENTS

1) Brake system must operate all 4 wheels.
2) Brake calipers, lines, rotors, pedal must be in good working order.
3) Dual master cylinders pedal assemblies are allowed.
4) Brake bias may be driver adjustable.

H. INTERIOR REQUIREMENTS

1) All non-essential items may be removed.
2) Driver's seat and safety harness required.
3) Must have at least 3 point harness.

I. WHEEL SPACERS REQUIREMENTS

1) Wheel spaces are permitted.
2) Lug nuts must maintain adequate thread engagement.
3) Extended wheel studs are recommended for wheel spacers.

J. SAFETY EQUIPMENT REQUIREMENTS

1) DRIVER SAFETY EQUIPMENT

a) Each driver must wear the following equipment in all on-track sessions:
b) A safety helmet shall be worn by all drivers. Helmets certified to the following standards are Permitted.

   a. Snell Memorial Foundation-SA95, SA2000
   b. SFI Foundation-Spec31.2, Spec 31.2A
   c. British Helmet Standard-BS 6658:1958

2) SAFETY HARNESS

a) All drivers participating in events must utilize at least a 3pt restraint harness.
b) For competitions and tandem runs any participants are strongly recommended to have at least a 4 pt restraint harness.
c) The material of all straps shall be nylon, or Dacron polyester, and in new or perfect condition.
d) Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/fray, if any of the buckles are bent/cracked, or if the car has been in a severe impact. If any of these conditions exist, the technical administrator shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification.

3) ROLL CAGES

a) These general specifications are for all automobiles. Roll bars will be required in all vehicles in 2006 for competition and tandem.
b) 4 Point roll bars are **recommended** for practice, but **not necessary** to participate. Padding is required where driver contact may be an issue.
c) BASIC DESIGN CONSIDERATIONS. The basic purpose of the roll cage is to protect the driver if the car turns over, runs into an obstacle such as a guardrail or catch fence, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.

   a. Material is mild steel or chromoly.
   b. Seam welded tubing is not permitted.
   c. Minimum O.D. 1.5 inches
   d. Minimum wall thickness 0.095
   e. Main hoop: 4 bends max., totaling 180 degrees + or – 10 degrees.
   f. Front hoop: 4 bends max or Front downtubes: 2 bends max.
   g. Rear hoop supports: no bends.

d) GENERAL CONSTRUCTION

   a. One continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
   b. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than 3 times the diameter of the tubing.
   c. Whenever possible, the roll cage hoop should start from the floor of the car, and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used.

d. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
    i. The weld should have no cracks.
    ii. Thorough fusion should exist between weld metal and base metal.
    iii. All craters should be filled to the cross section of the weld.
    iv. Undercut should be no more then 0.01 inch deep.

e) BOLT IN ROLL CAGE/BAR

a. Full width rollbar are required in all drifting vehicles **that plan to participate in a competition or tandem**. Roll bars installed in drifting vehicles are for driver safety and shall be contained entirely within the driver/passenger compartment.
b. The bar need not be removable.
c. It shall be bolted and/or welded to the car.
d. It shall attach to the car in at least 4 points, consisting of the basic cage with 4 points and one optional brace.
e. The main hoop of the cage shall be mounted to the floor of the vehicle.
f. Removable roll cages and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation.
g. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom by design and at least 2 bolts shall be used to secure each such joint. The telescope section shall be at least 8 inches in length.
h. Minimum bolt diameter is 3/8 inches.
i. Main Roll Hoop
    i. Main Roll Hoop shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible.
    ii. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop. Any number of additional reinforcing bars is permitted within the structure of the cage.
    iii. It is required that the horizontal brace behind the driver's seat continue from the diagonal to the passenger side main hoop upright or that a second diagonal be installed in the main hoop.
j. Mounting Plates
    i. Each mounting plate shall be at least .080 thick if welded and 3/16" thick (with appropriate backing plates) if bolted. There shall be a minimum of 3bolts per mounting plate if bolting.
    ii. Each mounting plate shall not be greater than 100 square inches and shall be no greater than 12 inches or less than 2 inches on side.
    iii. Whenever possible, mounting plates shall extend onto a vertical section of structure (such as a rocker box).
    iv. The mounting plate may be multi-angled but must not exceed the dimensions in a flat plane.
    v. Any number of tubes may attach to the plate or each other.
k. Hardware:
    i. Hardware must be Grade 5 or better.
    ii. 5/16 minimum diameter.

4) DRIVER'S SEAT

a) The driver's seat must be firmly mounted to the structure of the car.
b) In cars where the seat is upright, the back of the seat shall be firmly attached to the main roll hoop, or it's cross bracing.
c) Bulk head, fire walls, rear decks, or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support.