

SPEC-D SERIES PRO-AM RULEBOOK 2018.1 EDITION

Spec-D promotes the sport of drifting in western Canada by providing both practice and competition events for both Amateur and Pro-Am Drivers. These uniquely western events enable a safe, fair, and fun experience for drivers and fans alike.

This rulebook is used by Spec-D Drifting and is the basis of the Spec-D Drifting Series.



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GENERAL PREFACE:

Official Notice of Disclaimer:

Spec-D 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. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact Spec-D or the hosting track before entering the event facility.

Medical Information:

As part of your participation in Spec-D events, Spec-D may come in to possession of some of your personal health information in case of injury or potential injury. Spec-D'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.

Safety Hazards:

It is the responsibility of each participant to inspect all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The participant is required to notify a Spec-D 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 Spec-D 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.

MISSION AND PURPOSE:

Mission Statement:

Spec-D promotes the sport of drifting in western Canada by providing both practice and competition events for both amateur and pro-am drivers. These uniquely western Canadian events enable a safe, fair and fun experience for drivers and fans alike.

Definition and Purpose:

Spec-D has established this publication, known as the rulebook, in order to set standards, rules, and guidelines that will function to govern Spec-D sanctioned motorsports activities in order to help promote safety and fairness in competition.

1. SERIES ADMINISTRATION:

2. Administrative Control:

1.1.1 THE SPEC-D SERIES (SPEC-D)

The Spec-D Series is a wholly owned professional series of Spec-D Events Ltd. Spec-D Events Ltd produces all Spec-D events including some practices and other events managed by Spec-D Events Ltd. The business administration of the series is managed by Spec-D Events Ltd.

1. ELIGIBILITY REQUIREMENTS:

2. Participants:

Any person wishing to enter a Spec-D event must meet and agree to the following requirements:

- Submit an application for entry. Extra fee for day-of application for un-registered drivers.
- Take sole responsibility to be in compliance with all of the safety rules.
- Read, understand, and follow all the rules set forth in this publication.
- Sign any required waiver, and in particular the “gate waiver” before entering the facility, ONLY after they have read them carefully, AND adequate time to fully understand them AND fully agree with the terms.
- Read, understand, and take ample time to discuss the information in the General Preface with whomever they deem necessary including family members and legal council.
- Be at least 18 years old (16 or over with parental consent**).
- Hold a current valid government issued driver’s license or government issued ID**.
- Have use of an automobile that meets Spec-D’s technical requirements.
- Have proper safety equipment (per these rules).
- Fully pay all applicable fees.
- Have no outstanding debts with Spec-D or their affiliates.
- Understand all rules found in the rulebook, and fully agree to abide by them.

3. Use of Likeness:

Spec-D and their affiliates 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.

4. False Information:

Any driver that participates by providing false information, pertaining to, but not limited to, name, address, date of birth, past history, driver’s license, or medical form will be permanently ejected from The Spec-D Series.

5. Minors:

No one under 18 years of age (16 years of age**, with parental consent) is allowed to be on the track. The staging lane (grid) is considered part of the racetrack. A minor release form must be filled out and be on file with Spec-D at every event for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

6. **Addendum to Minors:

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

- Specific approval from Shawn Hartum.
- Parental consent must be made, and a completed and signed minor waiver form must be on file with the Spec-D office.
- The minor must have some prior experience to justify the on-track activity as being reasonably safe and prudent.

- All Spec-D safety rules and precautions must be followed.
- It is required that at least one parent or legal guardian be present at the event. It is strongly recommended that the parent or legal guardian accompany the minor during any instruction periods.

7. Non-Eligibility / Non-Registered Drivers:

Only registered competitors are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event, along with that person's guests and crew members.

8. Vehicle:

All competition vehicles must have originally been manufactured and sold as rear wheel drive (RWD) or all wheel drive (AWD). AWD vehicles must remove the front axles, so as to render the vehicle RWD only. The vehicle must retain its original uni-body chassis or frame design from the manufacturer. Modifications to the suspension and engine are open, as long as they do not interfere with the chassis rule.

1. CODE OF CONDUCT:

2. Participant Conduct:

It is expected that every participant and driver (competitor) of a Spec-D event shall conduct themselves according to the highest standards of behaviour and sportsmanship particularly in their relationship with other competitors, fans and Spec-D Officials on and off the track, and in a manner that shall not be detrimental to the reputation of Spec-D and their affiliates. Failure to do so may result in harsh penalties or fines, **including possible Formula D Pro2 licence eligibility being revoked.**

3. Meeting Attendance:

All drivers are required to wear their race suit to all driver meetings. If crew members are attending the driver meeting, they are required to wear their team uniforms or staff shirts. Driver meetings are mandatory for all competitors; failure to appear at a driver's meeting will result in loss of participation in top 16 or 1/2 of designated practice time. (and any points earned at that event, if applicable) with no refund. If a competitor is unable to attend the meeting, and cannot send a representative, he/she must notify a Spec-D Official in advance. The tentative time for meetings will be made available prior to the event day, and may change the day of the event with proper notice made.

4. Conduct of Guests and Crew:

Drivers shall, at all times, be responsible for the conduct and behaviour of those accompanying them to an event such as crew, mechanics, and friends. Any offence committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the racetrack, its surface, fencing, paddock, walls, buildings, 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 signs the entry form, so he/she is encouraged to read it carefully.

5. Medical Conditions:

It is the responsibility of the driver to notify the Spec-D office upon completion of registration application of potential or existing, medical problems that may pose a problem while participating in an event. Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the Spec-D office before going on track.

6. Paddock Rules:

Children must remain under CLOSE adult supervision at all times. Children are not allowed in the "hot-pit/paddock" area during a race event.

- The speed limit in the paddock is ten (10) KPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles (if allowed per track rules) as well.
- 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 and/or at the drivers' meeting.

- Entrants are required to refuel on concrete areas if available.
- Spec-D 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 for which the driver will be financially liable.
- Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface. Do not use a jack on the asphalt of the actual racetrack when on track.
- Participants will be held responsible for any damage they cause to the racetrack, paddock, pit lane, fencing, bathrooms, and any other objects.
- Do not dispose of tires at the race facility.
- Do not litter or leave any mess.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes.

7. Pets at the track:

Some tracks prohibit pets (including dogs) 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 hot pit at anytime.**

8. 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 the Spec-D official or the facility to get this information. Failure to comply with the rules on sound after hours at any given facility will result in harsh penalties, typically starting at a fine \$200 per occurrence.

9. Gas Cylinders:

All compressed air bottles/gas cylinders with a pressure of over 200 PSI must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure. This structure must serve to prevent head breakage AND containment, should the head break off. Blowdown tubes needed for nitrous applications.

10. Minimum Attire:

Any participant, volunteer, media person, track official or Spec-D staff in the hot pit area or staging lane must wear at least a T-shirt, full-length pants, and shoes (no open toed shoes). Some racetracks may have more restrictive requirements.

11. Responsibilities for Valuables:

Spec-D encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility, management, Spec-D and their affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

12. Alcoholic Beverages:

Consumption of alcohol by any driver/crew is expressly prohibited before or during the event and will result in ejection of crew and driver from the event.

13. Narcotics and Dangerous Drugs:

The use of any dangerous drugs or narcotics by any driver, crew member, mechanic, or Official is prohibited.

14. Rain and Inclement Weather:

The event will not be cancelled due to inclement weather unless ordered by the Chief Steward. It is the responsibility of the driver to bring appropriate equipment such as windshield wipers, clothing, etc.

1. TECHNICAL REQUIREMENTS:

Disclaimer: Conformance to these regulations is the driver's responsibility. If there are any questions or problems with these regulations it is the reader's responsibility to contact the Chief Steward immediately.

2. General:

Every automobile entered in a Spec-D event should meet or exceed these requirements. Spec-D makes a strong effort to offer every competitor an affordable way to participate in drifting events. Spec-D is aware of the costs involved in maintaining a vehicle up to standards, and strives to keep the most reasonable standards in order to keep costs to a minimum. However, there are some things that can make the event more dangerous for everyone involved. These are the things that Spec-D cannot afford to be flexible about. The Spec-D Officials will be glad to work with any competitor in order to help bring their car into compliance with the safety standards. Things that are not major safety related items might warrant a one-time waiver when prudent to do so. Any changes made to material items that may affect safety may fall under scrutiny, and may result in disallowance of entry. For example a simple "gutting" of a door without the proper additional protection as specified in the competition section may warrant disallowance of entry. Vehicle owners are encouraged to contact the Chief Steward before making any modifications from the stock configuration. Spec-D reserves the right to eliminate any person or vehicle that is deemed unsafe for any reason from competition without refund.

2.1. Appearance:

All competing vehicles must be clean, in good condition, and professional in appearance. Vehicles with excessive body damage, excessive primered body panels, etc., are not allowed. The vehicle must maintain a uniformed "colour scheme", meaning the paint quality might not be car show quality, but the paint is at least the same general colour. Vehicles with Gel-coat finished body kits will be allowed to compete unpainted or "coated" as long the Gel-coat colour matches the rest of the vehicle or is in theme with the vehicle's graphic layout.

Latitude will be given to those that have damaged their vehicles during the event and have made a reasonable effort at compliance with this rule. The competitor is expected to have the vehicle in compliance by the following event. Crash damage that did not happen at a Spec-D event, does not warrant any latitude or a time period for repairs. Only the Chief Steward or the race promoters may grant exceptions for this rule.

2.2. Event Decals:

All competing vehicles must properly display all assigned decals or markings required by Spec-D upon entering the event. **All competition vehicles are required to prominently display one (1) Spec-D series banner at the top of the windshield and number placards on each front doors.** Other event/series sponsor decals will be provided by Spec-D and proper placement locations made available to all competitors. Failure to comply may result in forfeiture of the competition, points, awards and/or fines. Event decals will only be provided once per driver per year, replacements are available for sale.

2.3. Advertisement and Graphics:

Advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required Spec-D series decals or identification marks and do not conflict with any series or event sponsors placement.

2.4. Camera Mounts:

Video camera mounts should be approved by a Spec-D Official before entering the course at every event. Cameras must use at least one (1) bolt to attach the camera to the mount; and at least one (1) additional strap or tether must be used to secure the camera when mounted anywhere on the vehicle. External suction cup style camera mounts are allowed.

3. Chassis and Suspension:

3.1. Basic Chassis Design:

The vehicle chassis, frame and/or uni-body must remain unmodified between the vertical planes created by the original forward most and rearward most suspension mounting points unless otherwise specified in these rules. Uni-body or chassis may be seam welded.

3.2. Suspension Design:

The basic OEM suspension design type may be freely modified. The original suspension mounting "pick-up points" must remain close to the stock location.

3.3. Firewall and Transmission Tunnel:

Modifications of the stock, OEM firewall and transmission tunnel are allowed. Any major modifications shall be submitted for approval at least 7 days prior to event. Major modifications include but are not limited to; relocation, increase or decrease in size, large penetrations, etc. When in doubt of if your modification falls into the major category, contact Andrew Haggard or Colin Reeves for clarification. Spec-D is not responsible for any disqualifications in direct result of modifications that violate this rule and/or were not submitted to Spec-D.

3.4. Front Cross Member and/or Front or Rear Sub-frame:

Front and rear sub-frames and cross members must be stock or OEM equivalent. The sub-frame must also be mounted in the exact stock location, without being moved in any plane.

Front sub-frames may only be modified to directly allow for oil pan / starter clearance and steering rack relocation. The front sub-frame must remain intact on at least one major member on one face that spans the entire width of the sub-frame, thereby keeping the original dimensions of the sub-frame intact. Any other modifications, cutting, welding, etc is not allowed.

Rear sub-frames may only be modified to allow for mounting or relocating a differential. The rear sub-frame must retain at least one major member that spans the entire width of the sub-frame, thereby keeping the original dimensions of the sub-frame intact. Any other modifications, cutting, welding, etc is not allowed.

3.5. Modified or Aftermarket Suspension Parts:

Modified or aftermarket suspension parts, including hubs, are allowed. All parts are subject to inspection and if deemed unsafe could result in failure of inspection.

3.6. Steering:

Modifications of steering components (steering rack, tie rods, etc) are free. This includes mounting the steering rack to the front sub-frame.

3.7. Wheels:

The general condition of the tire and rim 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 rim assembly to the car's hub.

3. Fuel System:

3.1. Fuel Cells:

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

Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulkhead. This includes any fuel lines that are run through the trunk of the vehicle. If any fuel lines are run through the trunk area of a vehicle **with a hatchback configuration the lines must be enclosed or the entire rear area of the car must be separated from the driver** by a fuel resistant bulkhead.

Any fuel cell must have a flapper valve installed to prevent spillage in the event of a roll over.

3.2. Fuel Lines:

Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the uni-body or chassis. No fuel lines may be routed through the driver's compartment.

4. Electrical System:

4.1. Master Cut-Off

A Master electrical cut-off switch, wired to completely shut off all engine and electrical system function (except for electrically operated fire suppression systems, if applicable) is **MANDATORY** and should be mounted outside the vehicle, on the right side cowl just below the windshield and is to be clearly marked with the appropriate "OFF" markings.

The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

4.2. Battery

The battery must be securely mounted by a metal hold-down (no straps) and the positive terminal completely insulated to avoid contact with any other metal parts. Batteries may be relocated. If the battery is located in the driver's compartment, it must in a sealed box bolted to the uni-body/chassis with the battery securely fastened inside the box and properly vented and drained.

4.3. Lights

There should be a **minimum of two (2) working red brake lights** visible from 300 feet to the rear and **one (1) working front brake strip-light** attached to top of windshield, no less than 36" in length. Because certain events occur after dusk, there must also be a **minimum of two (2) working head lights**. Aftermarket lights are allowed but must be mounted at OEM location and function equivalent to OEM products.

4.4. 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.

5. Brakes:

The brake system must operate all 4 wheels and be in working order and free of leaks. The brake system must also illuminate at least two (2) working brake lights visible from 300 feet to the rear

6. Engine Cooling System:

Cooling system modifications are free but must be fully closed and free of leaks. Antifreeze and other additives that may cause a slippery condition if spilled on track are prohibited. Other water additives such as Water Wetter may be used.

6.1. Engine Bay:

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

6.2. Hoses inside Cockpit:

All hoses carrying any liquids or any gases that go through the cockpit should be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

7. Interior Modifications:

7.1. Interior:

The interior of the vehicle must be clean and professional in appearance. All non-essential and/or loose objects in the vehicle must be removed. Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets, and covers. Note: If no support vehicle is available and the competitor needs to transport equipment to grid (i.e. jack, tires, water, tools, etc...) they are allowed to transport the equipment in their vehicle, but must remove it prior to inspection.

7.2. Steering Wheel Lock:

The steering wheel locks should be removed.

7.3. Supplemental Restraint Systems (SRS):

Supplemental Restraint Systems (Airbags) must be removed.

8. Exterior Modifications:

8.1. Hood:

OEM hood latch or two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended.

8.2. Bodywork:

All bodywork must be painted or covered, securely latched and/or fastened and not loose in any manner.

8.3. Glass (other than windshield):

Door, quarter and rear window glass must be OEM or clear Lexan with a 3mm minimum thickness and securely bolted in place.

8.4. Windshield:

Windshields must be installed and OEM or OEM replacement glass/lexan and be free of major cracks. OEM non-glass replacement windshields must be a minimum 3/16" thickness and have at least one (1) supplemental, vertical brace down the centre of the opening, mounted inside the vehicle at the top and bottom of the windshield.

9. Exhaust System:

The exhaust must exit behind and away from the driver.

10. Towing Apparatus:

It is **required** that all vehicles have at least two (2) easily accessible (and usable) tow points; one (1) in front and one (1) in back. **After-market tow hooks or tow straps are mandatory.** If tow hooks/eyes are used they must not protrude dangerously or more than one (1) inch beyond the bumper supports from the vehicle or require manipulation of the bodywork and/or panels to access the tow eyes.

All apparatus, no matter which type is used, must be strong enough to support the weight of the vehicle. If tow eyes or tow points are not available the towing crew will hook onto other things that may cause damage to the competitor's vehicle. The tow crew and Spec-D will not be held liable for any damage. All hidden straps should be labeled with a 'TOW' decal for easy location by track personnel.

1. SAFETY EQUIPMENT:

2. Occupant Safety Equipment:

All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired to the satisfaction of the Spec-D Officials. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility. If, any illegal, non-conforming, or outdated safety equipment is found (this does not refer to equipment found at tech inspection, this should refer to equipment that is found to be used in competition after tech inspection), the equipment (in its entirety) will become the property of Spec-D. Additionally, the driver will be fined \$50 for each separate offence. Subsequent offences during the same season will double the penalty each time. Spec-D reserves the right to make the penalties more severe should the situation warrant. Spec-D reserves the right to eliminate any person or vehicle that is deemed unsafe for any reason from competition.

2.1. 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 2010 (SA2010) or newer. Ratings other than that of "SA" (Special Application), i.e. "M2010, M2015", **are not acceptable**. *Alternatively, helmets with an FIA certification of 8860-2014 or newer, or an SFI label showing the rating of 31.1A, 31.2A, or 31.1/2015 or newer are acceptable. It is strongly recommended that any helmet sustaining any substantial impact be replaced.

Full-faced helmets are highly recommended.

Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt). The back of each helmet shall contain at least the driver's name; and it is recommended that it includes: date of birth, drug allergies, blood type, date of last tetanus, emergency contact name and number, and any relevant medical history or conditions. Any driver whose helmet sustained substantial impact with an object (including throwing it or dropping it, onto the ground) is required to send their helmet to the Snell Foundation, 3628 Madison Ave, North Highland, CA 95660, (916) 331-5073 for testing and re-certification before the helmet may be used again in competition. Details of the incident should be included. Proof of re-certification is the sole responsibility of the driver.

2.2. Driving Suit:

A driver is required to wear a suit that covers his or her entire body except for hands, feet, and head. Driving suits shall be one piece carrying an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 8856-2000. If a suit with a SFI 3.2A/1 (single layer) is used fire resistant underwear must be worn (see section 2.1.4).

*The driving suit requirement for vehicles using any type of diesel or diesel mixture is 3.2A/5, or higher, effective 01/01/2011.

2.3. Gloves:

Drivers shall wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit.

2.4. Underwear:

Approved long underwear made of fire resistant material must be worn with all 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 driving vehicles using any type of diesel or diesel mixture must wear approved long underwear made of fire resistant material, if the suit rating is less than 3.2A/10.

2.5. Shoes:

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

2.6. Socks:
Socks made of approved fire resistant material must be worn.

2.7. Eye Glasses:
Any corrective eyeglass material used shall be of safety glass-type.

2. Restraint Systems:

Restraint systems are required.

5.2.1

All vehicles must have a five (5), six (6), or seven (7) point seat belt system. Arm restraints are required in open cars and cars with: Open T-tops, Open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.

5.2.2

A five (5) point system consists of: a three (3) inch lap belt, two shoulder belts that are either two (2) inch (for use with HANS only) or three (3) inches wide, and a two (2) inch anti-submarine strap.

5.2.3

A six (6) point system is recommended for cars where the driver is seated in an upright (to thirty (30) degrees) or a semi-reclining position. It consists of two (2) anti-submarine belts in addition to lap and shoulder belts. Note: Current FIA Approved belt sets with two (2) inch lap belts are acceptable with the six (6) point system.

5.2.4

A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline. Note: Current FIA Approved belt sets with two (2) inch lap belts are acceptable with the seven (7) point system.

5.2.5

The material of all straps should be in new or perfect condition. The buckles should be metal quick release. There should be a common release for all belts. [Note: Certain Momo brand belts were recalled by the manufacturer. These are NOT suitable for racing.]

5.2.6

The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of no more than twenty (20) degrees with the horizontal.

5.2.7

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 allowed to be used 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.

5.2.8

Only separate shoulder straps are permitted. "H" type belts are allowed. "Y" type belts are not allowed. Each shoulder strap must have an independent mounting point.

5.2.9

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 not acceptable without required washers or proper reinforcement.

5.2.10

All belts should meet at least one of the following:

A) SFI Specification 16.1 or 16.5 and shall bear a dated label of no more than four (4) years old. At least one date label is required on belt sets.

B) A restraint system meeting FIA spec #8853/1985, 8853/98. T/98, 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 beltsets.

5.2.11

All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. **“Cam-lock” type belts can be subject to inadvertent release, should the driver fail to ensure that they are properly latched.**

5.2.12

It is recommended that 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.

5.2.13

All belts should be threaded to the manufacturer’s instructions.

3. Seats:

All cars must have a properly rated seat for the driver. If a passenger seat is installed it must meet the same rating as the driver’s seat. Passenger seats may be removed if they do not meet specifications.

3.1. Rating:

Seats must be homologated to FIA standard or permitted equivalent, rating must be newer than 5 years old. Seats must be in good condition (no tears, cracks, etc.) and are subject to inspection by Spec-D. Passenger seats are optional, but when used, must meet the same standards as the driver seat. **Seat exceptions can be made at the discretion of the Chief Steward but requests must be made in writing to the Chief Steward at least 7 days prior to the event day.**

3.2. Mounting Hardware (Bolts):

All hardware used in the mounting of seats, or other structural supports shall be SAE Grade 5 or better with a 5/16" minimum diameter.

4. Roll Cages:

Roll cages are required. (See diagram at end of this section)

4.1. Purpose:

The basic purpose of the roll cage is to protect the occupant in case of a rollover or a collision. It must be able to withstand the weight of the car landing on the roof.

4.2. Installation:

The cage must be permanently welded providing that all aspects of the cage meet the rules in this section.

4.3. Padding:

All roll cage surfaces that may come in contact with the driver shall be padded with high-density padding such as Ethafoam or Ensolite. It is recommended that padding meeting SFI specification 45.1 be used.

4.4. Bends:

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

4.5. Main Hoop:

The main roll cage hoop shall be as wide as the full width of the interior and must be as close to the roof as possible without violating CCR section #15.6.2 Inspection. One 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, totalling one hundred eighty (180) degrees +/- ten (10) degrees.

4.6. Diagonal Brace:

At least one (1) diagonal brace shall be used in the same plane as the main hoop. 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).

4.7. Forward Hoops (Option 1):

The forward hoops shall extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the car. There shall be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible. The forward hoops shall incorporate no more than four bends each.

4.8. 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 shall be constructed of one continuous piece of tubing. One (1) down tube following the "A" pillar must support the "halo" on each side of the car. The down tubes shall incorporate no more than two (2) bends each.

4.9. 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 must be one (1) horizontal bar (following the roofline) connecting the main hoop and the forward hoop on each side of the car. The front hoop shall incorporate no more than four (4) bends.

4.10. Rear Braces:

The main hoop must have two (2) braces extending to the rear. The rear braces either need to be parallel to each other or must intersect in a cross pattern. 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 must not contain any bends. There must be at least 30 degrees between the plane of the main hoop and the plane of the rear braces. The main hoop rear braces shall be installed to form no more than a one hundred five (105) degree angle or no less than a seventy-five (75) degree angle with the main hoop when viewed from the top. 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 other sections of the rulebook). They may go through any rear bulkheads provided the bulkhead is sealed around the cage braces.

4.11. Rear Braces – Exceptions:

On vehicles where the rear window/bulkhead prohibits the installation of rear the main hoop must be attached to the body by plates welded to the cage and bolted 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").

4.12. Door Bar(s) / Side Impact Protection:

All vehicles, regardless of date of manufacture will be required to have **at least** one (1) door bar on the driver side. The door bars may run either parallel or in the shape of an "X". If the door bars are parallel, they must have a minimum of two (2) vertical tube sections that connect the upper and lower door bars. Holes in the door jam (B-pillar) may be permitted to accommodate door bars; however the structure should not be "notched", so as to weaken it. The door panel may be gutted to allow for NASCAR style door bars, but must not serve any other purpose except to accommodate the door bars.

4.13. Mounting Points:

The roll cage shall be mounted to the floor of the car in six, seven, or eight 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. Each required cage bar shall terminate on a plate with a 360 degree weld to the mounting plate. 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.

4.14. Mounting Plates:

Each mounting plate shall be no greater than one hundred (100) square inches and no greater than twelve (12) inches or less than two (2) inches on a side. Welded mounting plates shall be at least 0.080-inch 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. Each mounting plate should have an area of not less than nine (9) square inches.

4.15. 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 two (2) inches up from the base plate.

4.16. Welds:

All welding must be of the highest quality with full penetration and shall conform to the American Welding Society D1.1, 1994 Edition, Structural Welding Code, Chapter 10, Tubular Structures and Standards for the material used. Arc welding should be used whenever possible. It is strongly recommended that the welder inspect all welds using Magnaflux™, x-ray, or other effective methods. All tubes must be welded 360-degrees around the circumference of the tube.

4.17. Tube Structure Design / Body:

No deformation of the interior body panels is permitted, except that the horizontal part of the sheet metal between the top of the "B" pillar and the top of the "A" pillar (next to the driver's and/or passenger's head), may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow for more headroom for the driver and/or passenger.

4.18. Additional Reinforcement:

Any number of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness.

4.19. Roll Cage Tubing Sizes:

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. Vehicles that previously competed in Spec-D or other similar series prior to January 1st, 2011 with different roll cage tubing sizes will be grandfathered in. Minimum tubing size for the roll cage is:

1501 - 2500 lbs.

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

2501 - 3000 lbs.

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

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

3001 - 4000 lbs.

1.750" x .120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical) or DOM.

Over 4000 lbs.

2.000" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical) or DOM.

20. Bending Allowances:

If the maximum number of bends is exceeded all components shall be made from the tubing size listed for the next heavier category and must be approved by a Spec-D Official or the Chief Steward.

21. Inspection:

A 3/16-inch inspection hole must 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).

22. Head Restraint:

A head restraint is recommended to help prevent whiplash in the event of a collision. The head restraint shall have a minimum area of thirty-six (36) square inches and be padded with a non-resilient material such as Ethafoam or Ensolite with a minimum thickness of one (1) inch. It is recommended that padding meeting SFI specification 45.2 be used.

23. Seat Back Support:

A seat back support must be made to hold the seat from going back in the event of a crash. A plate should 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. Proper design and installation is crucial to safety and it is recommended that the driver employ the services of 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 FIA 8855-1999 standards. Those seats that qualify for the aforementioned exception must conform to the entire FIA 8855-1999 set of regulations. This includes a mandatory seat replacement of any seat more than five (5) years old. Please reference the FIA regulations. <http://www.fia.com/>

24. Bolt-in Cages:

Bolt-in cages must be properly welded into chassis and modified with door bar(s).

25. Supplemental Bracing:

Supplemental bracing is allowed.

Roll Cage Diagrams:

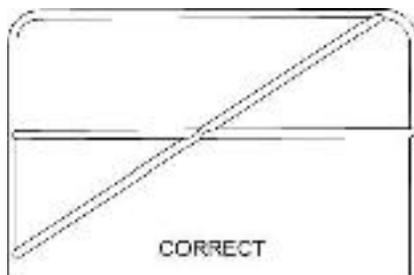


Figure 15.6.7a

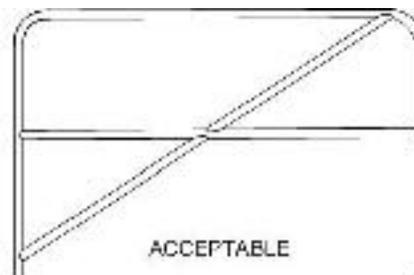


Figure 15.6.7b

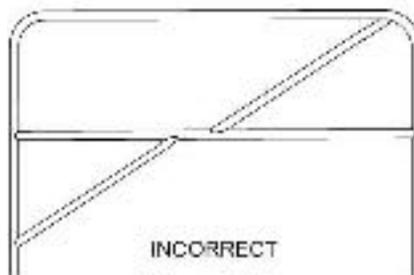


Figure 15.6.7c

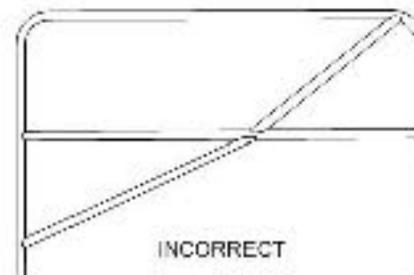
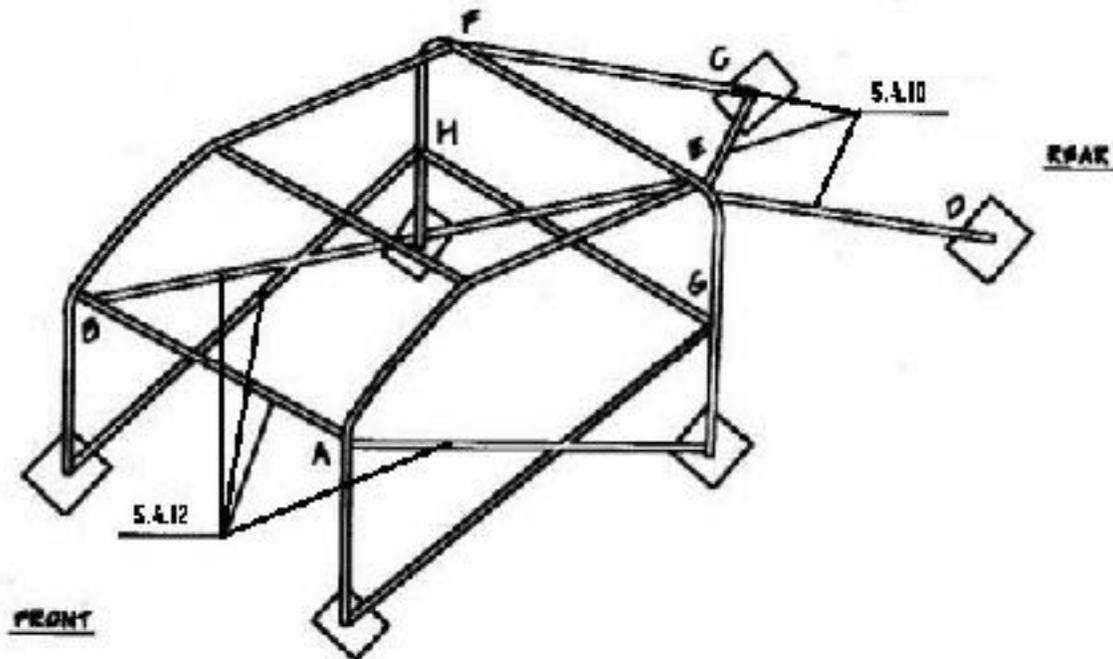


Figure 15.6.7d



TYPICAL ROLL CAGE

5. Fire Suppression System:

All cars must be fitted with a minimum **five (5) lb.** fire-extinguishing bottle mounted in the driver's compartment within reach of the driver when he/she is in the normal seated position. The mounting bracket must be a quick-release type, and must be mounted so that it can be removed easily for label inspection and verification of full charge by weighing. It is highly **recommended** that a fire system be installed. An on-board system uses lines routed through the car with a single actuator to engage in case of emergency. An on-board system shall use Halon 1301, 1211, or Halotron I, hexafluoropropane, HFC-236a, CC0610, FE-36, five (5) pound minimum, with a minimum of two (2) nozzles (one (1) in cockpit and one (1) in engine bay) with manual or auto release. Other agents in SFI certified systems are acceptable. Systems may also use AFFF material (e.g. SPA Lite, ZERO 2000, Coldfire 302) 2.25 litre minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles shall be marked with the recommended "filled weight." All system cylinders should be securely mounted with bolts. On-board systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions.

6. Vehicle Safety Inspection:

5.6.1

Annual Safety Inspection: Vehicles competing in multiple Spec-D events in one (1) calendar year will be subject to an Annual Technical Inspection. If the vehicle passes the Annual Technical Inspection, an Annual Tech Sticker will be affixed to the lowest part of the driver's side of the windshield or just above the door on the roll bar on the driver's side to allow visibility of the sticker with the door closed. Spec-D Officials may inspect cars for safety issues at any time. "Surprise" safety inspections are common.

5.6.2

Re-Inspection – Alteration / Damage: A vehicle must be re-inspected by a Spec-D Official if any of the following has occurred.

- Been involved in a major crash.
- Deemed a new inspection is necessary by indications of notes in the Logbook.
- Vehicles that have had safety equipment altered or damaged.
- Missing required Annual Tech Sticker.

5.6.3

Safety Inspection at Each Event:

All drivers are responsible for inspecting their own cars for each event. Any driver failing to properly prepare his/her vehicle as required by the rulebook and as noted in the Annual Technical Form may be subject to monetary fines, disqualification, or other penalties. All competition vehicles 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 in or on the car, that equipment (in its entirety) will become the property of Spec-D and the Annual Tech Sticker may be removed.** Additionally, **the driver will be fined fifty (\$50) dollars** for each separate offence. Subsequent offences during the same season will double the penalty each time. Spec-D reserves the right to make the penalties more severe should the situation warrant.

Any on-track mechanical failures of parts or systems, that are the competitor's responsibility, as defined by the Annual Race Car Tech Form", will result in a warning, and possibly fines. A second offence during the same season will result in loss of qualifying times and/or race position. Additionally, fines may be imposed as defined by the safety rules.

1. ON-COURSE CONDUCT:

2. **Purpose and Philosophy:**

All drivers are required to operate their vehicles within the rules, and within the limits of the pavement. Failure to do so compromises the integrity of the program and will not be tolerated. The following rules apply to course conduct, as well as common courtesy and good judgment. 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.

3. **Preparation for Course Driving:**

- Front windows must be either completely open or closed. If open, a window net or arm restraints must be used. All convertibles, regardless of windows open or closed must use arm restraints.
- All occupants **MUST** keep hands and arms inside car at all times. Run will be determined void (0) if not.
- Check all safety equipment, including helmet straps and belts.

4. **Running Out of Gas:**

Any driver that runs out of gas on the track will be excluded for the remainder of the session. This causes a delay in the scheduled flow of the event and other competitors shouldn't be penalized for loss of time on track due to your ill preparedness. Please fill up before the session starts.

5. **Stopping on Course:**

Stopping on course is expressly prohibited unless in the event of 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 concerning medical problems, mechanical failure, on-board fire, leaking of fuel and/or damage from an incident that renders the vehicle unfit to continue. In the case of a stopping due to a spinout the driver must exit track immediately.

6. **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. Turn on hazard lights if applicable, ie. not on fire. When stopping on course, the driver should be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car only with the approval of the Chief Steward.

7. **Body Contact:**

Intentional body contact WILL NOT be tolerated. Anyone involved in body contact must report immediately to the Spec-D Official at grid. Harsh penalties will be imposed, including but not limited to, ejection from the Spec-D event.

8. **Fire:**

In the event of a fire, come to a safe and controlled stop, engage fire system (if equipped) and exit vehicle as quickly as possible. The Spec-D Officials, track staff, and/or emergency personnel will do their best to extinguish the fire. Since a good fire system or extinguisher is the owner's responsibility, Spec-D Officials, track staff, and/or emergency personnel will not be held liable for any damages. Competitors should use common sense when choosing a place to stop cars since the track management may hold drivers responsible for any damage done to the surrounding areas such as hillside and brush.

Note: More injuries occur due to accidents while attempting to stop and/or exit a burning vehicle, than are caused by the fire itself. It is important that the driver remains calm and uses good judgment.

9. **Post Accident Emergency Procedures:**

All persons involved in a crash or roll-over, shall remain in the vehicle (unless it is on fire) with their seat belts and helmets on, until the Spec-D Officials, track staff, and/or emergency personnel arrive.

10. **Post Accident Reporting:**

All persons involved in any "significant accidents" are REQUIRED to report to the medical staff immediately, failure to seek medical attention after a "Significant Accident" will result in disqualification. "Significant accidents" are defined as:

- All vehicle rollovers, regardless of damage.
- Heavy impact rendering the vehicle inoperable.

1. **COMPETITION FORMAT:**

Each competition event will generally take place over the course of one (1) or two (2) days. The days will consist of practice sessions, qualifying sessions, and tandem eliminations.

2. **Driver Meeting:**

All drivers are required to wear their race suit to all driver meetings. If crew members are attending the driver meeting, they required to wear their team uniforms or staff shirts. Driver meetings are mandatory for all competitors; failure to appear at a driver's meeting will result in loss of participation of top 16 or 1/2 of practice time (and any points earned at that event, if applicable) with no refund.

If a competitor is unable to attend the meeting, and cannot send a representative, he/she must notify a Spec-D Official in advance. The tentative time for meetings will be made available prior to the event day, and may change the day of the event with proper notice made.

3. **Practice Session:**

The amount of time allocated for the practice session and the number of practice sessions will vary at each event and therefore depend on the venue, course design, entry field, and time of year. The practice sessions will provide drivers sufficient time to learn the course for the qualifying session. Drivers may take single car or tandem runs during practice if the judges feel the driver's skill is adequate.

4. **Spotter:**

A spotter is used to give a competitor input from a position with a **similar** view as that of the judges (**without talking to or interfering with the judges at any time**), as well as issuing challenges for the driver to the Chief Steward. The use of a spotter is not required, but is encouraged.

5. **Judging:**

A three (3) member panel will perform the judging at each event. The criteria judged on will consist of the following four (4) factors:

5.1. Line:

The drift line is the ideal line or path a vehicle must drift for each course determined by the judges. The drift line is not necessarily the traditional race line used in road racing; however it may be similar in sections. The drift line may be marked by any combination of inner and outer clipping points and/or inner and outer clipping zones that will be used to define car placement on the track. Care will be taken to clearly mark these points and ensure proper placement at the discretion of the judges. Inner clipping points and zones are designated points on the inside course where the front bumper of a competitor's vehicle should come as close as possible to without making contact. Outer clipping points and zones are designated points on the outside of the course where the rear bumper of a competitor's vehicle should come as close as possible to or may come gently in contact with. Within the confines of the course will be unmarked transition zones. Transition zones are areas on the track where the direction of the line changes and the vehicle must change the direction of the drift in order to maintain the line and continue the course. The more smoothly and effortlessly the transition appears the better the score, transitions that are quick and snap will receive deductions. Drivers will lose points if they straighten out in the transition zones.

5.2. Angle:

Angle is essentially the difference in position between the front of the vehicle and the rear of the vehicle. The ideal angle is defined as the maximum angle at which a competitor can maintain and control their vehicle with little or no corrections throughout the course. The further the rear is hanging out, the higher the drift angle, and the more points awarded.

5.3. Speed:

Speed is made up of several factors. One factor is recorded by use of a speed gun at either one (1) or two (2) points on the track. It will generally be recorded at the entry of a turn, however depending on the track, may also be taken at a transition zone. Entry speed into the turns, not only refers to the competitor's use and control of the throttle. Overall speed refers to the speed carried throughout the course. A judge will be used, with the recorded speeds as an aid to determine overall speed score.

5.4. Impact/Style:

Overall impact and style is the most subjective aspect of the judging system and also the only factor that is equally scored by all the judges. This consists of the competitor's overall ability to "wow" the judges and personalize their driving style or technique (almost like their signature). This is what makes drifting stand apart from any other motorsport on a race track.

6. **Qualifying Session:**

All competitors are required to qualify in order to be eligible to compete in the tandem eliminations.

6.1. Format:

The qualifying session will consist of two (2) judged runs on the designated course for each competitor. No "practice" qualifying runs will be given, all practice runs must be done during practice session.

6.2. Scoring:

Each judge is responsible for one aspect of the qualifying run (line, angle, or speed), as well as a third (1/3) of the overall style. Line is worth 25 points, angle is worth 25 points, speed is worth 20 points, and style is worth 30 points. Each run will be scored individually by the judges for a combined numerical scale of 0 to 100, with 0 being the lowest possible score and 100 being the highest possible score attained. A spinout during a run will result in a score of zero (0). If three (3) or more tires are off track at any point during the run, it will result in a score of zero (0). Mistakes made throughout the run will be noticeable by deductions from the score. The highest scored qualifying run for each competitor will be used to determine the seeding of the tandem elimination bracket.

6.3. Clipping Points/Zones:

Clipping points and zones will be used to define ideal vehicle placement on the track. Care will be taken to mark these points and ensure proper placement at the discretion of the judges.

Clipping points and zones may be located on the inside or outside of the track depending on the course design. If a clipping point is hit by a vehicle, the competitor is considered to be off course and will result in

a deduction of points depending on the severity of the contact. Note: this does not apply to outside clipping points where *only* the rear bumper may make contact. Some clipping zones may be marked against a wall or barrier. If a vehicle makes contact inside the clipping zone and still maintains the drift with little or no effect displayed, no points will be deducted. If a vehicle makes contact inside the clipping zone and there is noticeable effect on the drift (i.e. line, speed, or angle is noticeably adjusted and/or corrected) points will be deducted. If a vehicle makes contact anywhere outside the clipping zone, this is considered off course and points may be deducted.

6.4. Tire Changes, Repairs, Adjustments:

Drivers have the option to change tires or address a mechanical issue/breakdown at any time during the qualifying session, provided they can return to their designated position before their next run. If a driver is unable to make it back to their designated position before their turn, they will forfeit that run, unless the reason for the untimely return was due to an event not related to the drivers own doing (i.e. accident on track).

7.6 Tandem Elimination (Top 16):

The tandem elimination will consist of two (2) runs per round, in head-to-head format, by the top sixteen (16) drivers determined by qualifying scores. The drivers will be seeded according to their qualifying scores and then matched up using a single elimination bracket design (see Appendix - Image 1). The higher qualifying driver will lead first in each round. In each round, each driver will lead for one (1) run and follow for one (1) in order to make up the total two (2) runs for each round.

During the tandem runs, the lead driver's objective is to demonstrate their ability to drift the course without error while under the pressure of being chased by the other competitor. The chase car's objective is to demonstrate their ability to drift the course while staying as close to the lead car without causing contact.

1. Passing:

Passing is not required to win a run, however, may be made if it is done to avoid/prevent a crash or the lead driver has gone **drastically** off line and the following driver can execute the pass in a safe and professional manner. If the chase car does perform a pass, it must be done so while in drift and in a manner that does not interfere with the lead car's line or speed. If contact is made during a pass, the competitor that caused the contact may be penalized.

2. Vehicle to Vehicle Contact:

Vehicle to vehicle contact is an unfortunate outcome in the sport of drifting that however rare it may be, can and may happen. Each incident will be reviewed by the judges to determine fault.

3. Pace Cone:

A pace cone may be placed in front of the grid depending on the course to help keep tandem match-ups closer together. In such cases where a pace cone is deemed needed; its location and usage will be made known to competitors during the driver's meetings, we may also implement a "start chicane".

4. Tire Changes, Repairs, Adjustments:

Drivers have the option to change tires between tandem runs provided they can do so in a timely manner, and do so without hindering the schedule of the competition. In the event that a car breaks down or has a mechanical failure, the driver will be allotted five (5) minutes to assess and correct the issue (certain venues may require and allow the need of additional time due to the nature of the event or venue, in such cases this additional time will be addressed during the driver's meeting). If the competitor is unable to remedy the situation, they forfeit their run and the opposing driver advances with a win. The driver will only have one (1) chance to their '5 minute rule' throughout all of the Top 16 competition.

5. Judging Decisions:

Each round of the head-to-head match-ups will be judged based on the aforementioned criteria. Judges will observe both runs in each match-up and not permitted to show their decision until all three (3) judges have made their decisions. Once the judges have made their decisions, the match-up result is determined based on the following three (3) options available:

Option A: Competitor A wins

Option B: Competitor B wins

Option C: One More Time

In the case of two (2) One More Times a final decision will have to be made by the judges using all collective runs in that match up.

During judge deliberations drivers must remain in their vehicles in designated decision staging area, once a decision has been made the defeated driver may do a single donut or burnout upon exit.

6. Filing a Protest

Protests are expected to be well founded, reasonable, logical, and based on sound evidence. Every protest should be made on the Spec-D protest form. The protest form must be completely filled out and must specify the Spec-D rules and regulations that is in question, signed by the driver, spotter or team representative and presented to the judges stand along within the time frame along with the applicable fee as listed below.

Presentation of the of the form to the judge's stand must be done in a professional and sportsmanlike manner. Failure to do so will result in your protest not being reviewed.

ROUND	TIME LIMITATION	FEE
TOP 16	PRIOR TO TOP 8	\$100
TOP 8	PRIOR TO FINAL 4	\$50
TOP 4	PRIOR TO FINALS	\$50

**protests are allowed during any point in tandem competition except the finals.*

Judges qualifying scores are not protestable; the subjective portion of the judges decision is not protestable. Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E. Driver X went 3 tires off during the run and the judges did not see it. External data or video will not be accepted in the evaluation of a protest, only Spec-D footage from the judges point of view will be allowed.

7. Reviewing a Protest

The Chief Steward, or designee, shall review the protest and render a decision as soon as possible. The Chief Steward will attempt to give all interested parties an opportunity to comment or provide input.

8. Eligibility:

Points shall be awarded based on two factors: qualifying position and tandem elimination results. All competitors who compete in any Spec-D event, provided they successfully complete the qualifying session, are eligible to receive points. Competitors who enter the event and do not make it to qualifying will receive a DNC (did not compete). Competitors who do not successfully complete the qualifying session will receive a DNQ (did not qualify). Drivers who receive qualifying points, but are unable to participate in the tandem elimination will forfeit the first round match-up and receive the competition points based on their final position after all rounds have been completed. Points will be made official the second business day after the event and posted on the Spec-D website.

9. Spec-D Point Structure:

The Spec-D Drifting Championship is comprised of five (5) western Canadian events. The Spec-D Drifting Championship is determined by the overall accumulated points for each competitor based on five (5) rounds. 2019 Formula D Pro2 licences will be awarded to the top 3 drivers in the series championship.

10 Qualifying Points:

1st	-	16 points	9th	-	8 points
2nd	-	15 points	10th	-	7 points
3rd	-	14 points	11th	-	6 points
4th	-	13 points	12th	-	5 points

5th	-	12 points	13th	-	4 points
6th	-	11 points	14th	-	3 points
7th	-	10 points	15th	-	2 points
8th	-	9 points	16th	-	1 point

11.Tandem Points:

1st	-	100 points	9th	-	54 points
2nd	-	88 points	10th	-	54 points
3rd	-	78 points	11th	-	54 points
4th	-	69 points	12th	-	54 points
5th	-	61 points	13th	-	54 points
6th	-	61 points	14th	-	54 points
7th	-	61 points	15th	-	54 points
8th	-	61 points	16th	-	54 points

17th or greater are not eligible to receive points

PLEASE EMAIL ANY QUESTIONS/CONCERNS TO INFO@SPEC-D.CA
 ANY QUESTIONS/CLARIFICATION REGARDING THE RULES MUST BE ADDRESSED 7 DAYS PRIOR TO ANY EVENT