



2018

2018 Evergreen Drift Pro Am Rules

Evergreen Speedway, Monroe, WA

(Updated 10/10/2017)

Rule Book Disclaimer

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be in compliance with these rules and regulations. All rules are subject to the interpretation of the track officials. Any equipment that the officials consider exotic or not in the interest, or intent of the rules will be considered not legal for competition.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant spectator official or others. The Race Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car conforms to all rules and regulations at all times.

Explanation:

The Evergreen Drift Pro Am division is a Formula Drift sanctioned program. 5 rounds of competition are schedule for each season. Season points are accumulated based on finishing position in each of the 5 competitions. Aspiring professional drivers compete on a variety of track configurations for one of the three Formula Drift Pro 2 licenses issued each season. The top competitors in the season points race are honored at the Evergreen Awards Banquet held in January of each year.

These rules govern all Evergreen Drift Pro Am events used in conjunction with the Formula Drift Pro Am Rules. When there is a discrepancy between the two rule books, The Evergreen Drift rule book is used for all Evergreen Drift Pro Am

events. Drivers looking to compete in Formula Drift Pro 2 or Pro Am events outside of Evergreen Drift should build their cars to the Official Formula Drift rulebook available at www.formulad.com.

1) Competing Models

- a) Vehicles must be production models with a valid VIN number
- b) Must have a production run greater than 500 vehicles
- c) Vehicle chassis must be of unibody or body on frame construction

2) Body Work

- a) Cars must maintain OEM look and feel.
- b) Cars must be clean and free of excessive damage.
- c) Bodies are required to be complete including hood and front fenders
- d) Aftermarket body panels, skirts, wings etc. are permitted.
- e) No vertical aerodynamic elements may be added other than two (2) wing stand-offs and two (2) wing end plates. The size of each of these may not exceed 12" x 16" in size (dimension, not surface area)
- f) The installation of any body work may not obstruct the view from any angle of any safety device
- g) No body or aero elements above the door line may extend wider than the width of the wheel base.
- h) All cars must have a minimum of (1) front and (1) rear permanently installed tow hook.
 - i) Must have a minimum hole diameter of 2"
- i) Two hood pins across the leading edge of the hood are required
 - i) The stock latch must be removed
 - ii) Additional hood pins are allowed
- j) Door, Quarter and Rear window glass must be OEM or clear LEXAN
 - i) Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of .125-inch.
 - ii) Must be securely mounted in place
 - iii) Side windows and rear windows must be clear, use of tint or wrap is prohibited.
 - iv)
- k) Windshields are required
 - i) Windshields must be OEM glass or Lexan/polycarbonate replacement
 - ii) Lexan/polycarbonate windshields must be a minimum thickness of .1875-inch
 - iii) Lexan/polycarbonate windshields must be securely mounted and have a vertical brace .750-inch wide x .0625-inch aluminum which is securely mounted down the center of the opening on inside the vehicle.
 - iv) Windshields must be clear, use of tint is prohibited.
 - v) Vehicles must have a functioning windshield wiper.
- l) Mirrors
 - i) Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.
 - ii) OEM mirrors in the OEM mounting position are encouraged.
- m) Interior
 - i) The interior of the vehicle must be clean and professional in appearance
 - ii) All non-essential and/or loose items must be removed
 - iii) All carpeting and/or sound deadening material must be removed.
 - iv) Supplemental Restraint Systems (SRS) must be removed.

v) Any steering wheel except wood rimmed may be used.

3) Roll Cage

a) Roll Cages are required to compete in Pro Am competitions.

b) Basic Construction Standards

i) Professionally built full steel roll cage required with 1 1/2" .095 tubing minimum.

(1) Seamless SAE 1020 or 1025 etc. mild steel DOM tubing.

(2) An inspection hole at least 3/16" in diameter, but no greater than 1/4" in diameter must be drilled in a non-critical area of all tubes for inspection.

(3) The main cage components must all be made of the same size and thickness of tubing

(4) All Main components must be made from one piece continuous lengths of tubing.

(5) No portion of the cage may permeate the firewall and should be fully contained within the occupant's compartment.

(6) All contact areas in driver compartment must be covered with high density padding.

(a) Ethafoam or Ensolite or other similar material with a minimum thickness of 1/2" and conforming to SFI spec 45.1 is required.

(7) Any cage showing poor workmanship or welding will not be allowed to compete.

(8) Supplemental bracing is allowed to the minimum requirements listed here.

c) Main Cage Specific Construction. See attached diagrams

i) The main roll hoop must extend the full width of the driver/passenger compartment and be as near the roof as possible.

(1) Must be welded to the frame or to a reinforced and/or gusseted floor pan on uni-body vehicles.

(2) Must have a diagonal tube extending from the top of one side of the hoop to the bottom of the opposite side.

(3) Must have a horizontal tube from the Driver's main hoop to the diagonal tube then continuing to the passenger side main hoop.

(a) This tube should be no higher than shoulder height.

ii) Main Front/Side Hoops or Halo cage styles allowed

(1) Side hoop style.

(a) Extend from floor to the main hoop following the A-pillar, windshield and roof line

(b) One on driver's side and one on passenger side.

(c) Must be connected together by a horizontal tube across the top of the windshield

(d) Maximum of 4 bends totaling 90 degrees plus/minus 10 degrees.

(2) Front hoop Style

(a) Extend from the floor to roof line then extend across the top of the windshield and to the opposite side floor following the line of the A pillar.

(b) Must be connected at the top by horizontal tubes running back to the main hoop on each side above the doors.

(c) Maximum of 4 bends totaling 180 degrees plus/minus 10 degrees

(3) Halo Style

(a) Connect to the top of the passenger side main hoop then extend around the perimeter of the occupant's compartment following the roof line and connecting to the top of the main hoop on the driver side. Maximum of 4 bends totaling 180 degrees plus/minus 10 degrees

(b) A down tube is required on both sides. They must connect to the windshield edge of the halo and connect to the frame/floor following the line of the A pillar.

iii) Dash/Knee tube

(1) A Horizontal tube extending side to side between the forward cage legs is highly recommended.

(a) Must be located above the steering column

iv) Rear Hoop Supports/Down Tubes are required

(1) One brace off the top of each side of the main hoop extending to the rear frame or chassis.

(a) Attached no more than 6 inches below the top of the main hoop

(b) Extend back at a minimum of 30 degrees.

(c) Must be straight. No bends

v) Bolt In Roll Cages are allowed at Evergreen Drift Pro Am events

(1) Door bars must comply with rules listed under side protection/door bars or will not be allowed to compete

(2) FD Pro Am and Pro events do not allow bolt in cages under any circumstances.

vi) Side Protection/door Bars

(1) Must have a minimum of two door bars across each front door opening.

(2) "X" shaped door bars allowed.

(3) Parallel bars are allowed.

(a) Must connect to the main hoop and extend to the front cage legs.

(b) They must have a minimum of 2 vertical tube sections connecting the upper and lower bars.

(4) "NASCAR" style bars are allowed. See diagrams.

vii) Cage Mounting Plates

(1) Minimum of .080" thick

(2) Must be fully welded to the structure of the vehicle

(3) Must not be greater than 100 square inches and shall be no greater than twelve inches or less than two inches on any side.

viii) ANTI-INTRUSION or ANTI-WHEEL INTRUSION BARS

(1) All vehicles shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel.

4) Engine, Transmission, Fuel, Chassis, Steering and Mechanical

a) Engine and Transmission Modifications

i) Engine, transmission, ECU and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

b) Fluids

i) All fluid systems must be free of leaks

ii) An engine oil catch tank with a minimum capacity of one (1) quart is required

iii) Catch tanks for the transmission and differential are strongly recommended

c) All cars must be equipped with an on-board starter and power supply.

i) Must be in proper working order at the start of an event.

ii) Teams must make every attempt to fix a vehicle with a starter issue during the event.

d) All vehicles must be equipped with a functioning reverse gear.

e) Traction Control and other non-specified "driver aids" are not allowed

f) Exhaust

i) Exhaust modifications are free except

(1) Must exit aft of the rear axle or in the original location

- (2) Must have a minimum of one muffler
- (3) Turbo wastegate pipes may exit anywhere outside of the bodywork
- (4) Max noise level of 92db at 75 feet will be enforced

g) Cooling System

- i) Cooling system modifications are free.
 - (1) a one (1) quart minimum capacity sealed catch can is required.
 - (2) Cooling systems must be filled with water. "water wetter" allowed
 - (3) Cooling system lines routed in any area open to the driver must meet the following
 - (a) Must be separated by a crushable metal enclosure made from .036 steel or .059 aluminum.
 - (b) The floor of the enclosure must be designed to prevent accumulation of fluids

h) Oiling System

- i) Oil storage tanks must be protected by a crush zone. Tanks that do not have acceptable crush protection must be surrounded by a 10mm thick crushable structure.
 - (1) Oil tanks located in any area open to the driver must meet the following
 - (a) Must be separated by a crushable metal enclosure made from .036 steel or .059 aluminum
 - (b) The floor of the enclosure must be designed to prevent accumulation of fluids

i) Brake System

- i) The primary braking system must operate all 4 wheels
- ii) Dual master cylinder pedal assemblies are allowed.
- iii) Driver adjustable brake bias is allowed.
- iv) Secondary brake systems are allowed (highly recommended)

j) Steering modifications are free

k) Rear Suspension

- i) Live Axle
 - (1) Original chassis mounting points must remain unaltered and in the factory position
 - (2) No relocation brackets allowed. Bolt in or otherwise
 - (3) Original suspension design must remain. 3 link, 4 link etc.
- ii) Independent
 - (1) Original suspension design type must remain: 5 link, 4 link, strut, etc.
 - (2) Modified or aftermarket suspension parts, including hubs, are allowed.

l) Wheels

- i) Beadlocks, wheel screws or any additional form of attachment device between wheel and tire is prohibited

m) Electrical System

- i) A master electrical switch must be installed
 - (1) Must be located on the right-side cowl just below the windshield
 - (2) Must be clearly marked indicating the OFF position
 - (3) Must be wired to shutoff all electrical components (except for an electrically operated fire suppression system)
 - (4) Must kill engine when switched off with the vehicle running.
- ii) Battery
 - (1) Must be securely mounted.
 - (2) Batteries moved from the factory location must be enclosed in an approved battery box
 - (3) Positive battery terminal must be completely covered with an insulating material
- iii) OEM Lights
 - (1) All OEM lights must remain in place, Headlights, tail lights and brake lights must function normally.

- (2) Brake lights and tail lights may only be red, tinting is prohibited.
- (3) Rearward facing strobe lights of any color is strictly prohibited.
- (4) Any variation of Red and or orange colored headlights is prohibited.
- (5) The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

iv) FRONT BRAKE LIGHT STRIP / THIRD BRAKE LIGHT STRIP

- (1) Light strips must be connected to the existing brake light circuit.
- ~~(2) Front brake light strip must be mounted on the roof above the windshield banner.~~ No longer required
- (3) Brake light strips are 36 inches long and must remain 36 in long.
- (4)

n) Fuel System

i) The fuel system design is free

ii) Fuel cells

- (1) Fuel cells meeting SFI 28.1 or FIA FT-3 are recommended.
- (2) Fuel Tank/cell must be separated from the driver's compartment by a sealed .036 steel or .059 aluminum bulkhead
- (3) Must have a rollover valve installed
- (4) Dry break fuel filler attachments are allowed. Must be properly fire walled from the driver's compartment
- (5) Vents must exit outside of the vehicle
- (6) A positive locking fuel filler cap must be used.

iii) Fuel Lines

- (1) Fuel Lines and fittings must be high pressure type
- (2) Must be securely fastened and protected from all moving parts
- (3) No fuel lines may run through the driver's compartment

iv) NITROUS OXIDE

- (1) Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- (2) All Nitrous bottles must be recertified every 5 years and stamped
- (3) All Nitrous bottle must be stamped with minimum DOT -1800 pound rating.
- (4) The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.
- (5) The use of plastic bottle brackets is prohibited.
- (6) Nitrous bottles located in the driver compartment must have a "BLOW DOWN TUBE" which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).

5) Occupant Safety Equipment

a) Helmets must be worn during all on track sessions and must meet the following criteria

- i) Snell Memorial Foundation- SA2005, SA2010, SAH2010 or SA2015. SA2005 will not be allowed for 2018.
- ii) SFI Foundation- Spec 31.2 or Spec 31.2A
- iii) FIA 8860-2004, 8860-2001
- iv) Only Full Faced Helmets allowed

b) Driving Suits must be worn during all Pro Am Rounds

- i) One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 2000 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.

- ii) Gloves, shoes, and socks are required and must be fire-resistant material and certified to SFI spec 3.3/5 or greater, or FIA 8856-2000 specs.
- iii) Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
- iv) Fire-resistant underwear is recommended
- c) Eye Glasses**
 - i) Any corrective eyeglass material used shall be of safety glass-type, and meet U. S. Government standards
- d) Seats**
 - i) Commercial style one-piece bucket style race seat required. homologated to FIA standard 8855-1999.
 - ii) NASACR style aluminum seats are allowed with approval from the Head of Tech.
 - iii) A head rest is required. "Full containment "seats are highly recommended
 - iv) All seats must be securely mounted.
- e) Seat Belts**
 - i) A minimum five-point system designed for use in automobiles is required. The system consists of a two or three in lap belt, three-inch shoulder straps or two-inch shoulder straps when used with an approved SFI 38.1 Head and Neck Restraint, and a single or double sub strap with a minimum two-inch webbing
 - ii) All Harness belts must meet either SFI or FIA Homologations
 - iii) SFI Certification – Harness systems may be certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s) on shoulder belts, lap belts and sub-straps. Each harness is punched with the year and month of manufacture.
 - (1) SFI Certification shall expire (5) years after the punched month and date on the belt. Replacing belts every 2 years is highly recommended
 - iv) FIA Certification –Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s) on each element of the belt. FIA belts are dated with an expiration year with the belts expiring on December 31st of the year punched or printed on the FIA tags
 - (1) FIA belts have a certification period of 5 years plus the remaining months of the year purchased.
 - v) All seat belt systems are to be mounted according to the manufacturer's instructions or to the SFI Guide to Seat Belt Mounting.
- f) Arm Restraints**
 - i) Competitors may choose to use arm restraints in lieu of windows or a window net.
 - ii) Competitors with convertible vehicles must use arm restraints.
- g) Head and Neck Restraints**
 - i) A Head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are required at all times on track during practice and competition
 - ii) SFI 38.1 devices must be recertified by the manufacture or authorized manufacturer representative every 5 years. Each certification is good for 5 years from the month and year punched on the SFI label
 - iii) FIA 8858 devices do not require recertification however the dating year printed on the tether must not be more than 5 years old.
 - iv) After any significant impact, it is recommended that the device tether be replaced.
- h) Fire Suppression System**
 - i) An onboard fire system is highly recommended.
 - (1) Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.
 - (2) All fire systems shall be serviced and recertified every two years.
 - ii) All cars must be fitted with a minimum of a two (2) pound Fire extinguishing bottle.

- (1) Must be mounted in the driver's compartment within easy reach of the driver while fully belted in
- (2) Bracket must be securely mounted
- (3) The mounting bracket must be a quick release type.
- (4) Extinguisher must be rated at least 10 BC.
- (5) All extinguisher must carry a current inspection tag

General Information

All participants are expected to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to compete until acceptable. All car construction rules will be decided by Evergreen Drift tech inspectors. Their decisions are final.

NASCAR Style cage. You still must have the diagonal tube in the main hoop and anti-intrusion bars.



