

## REGULATIONS FOR UDC / DRIFT ELITE / AMA / TRAMP DRIFT

As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.

All drivers must be licensed by Sideways Racing to be eligible for competition in UDC / DRIFT ELITE events.

### Ulster Drift Championship – COMPETITION LICENSE

A championship registration fee of £60 will apply to all entrants. This is a mandatory once annual payment and must be paid on or in advance of the first championship round attended. ***This includes your competition number graphics and sun-visor.***

The remainder of the license fee contributes toward the 2011 championship prize fund.

### Minimum Required Registration Information

- Full Name
- Address
- Post code
- Contact Number (preferably land-line)
- Mobile Number
- Emergency Number (preferably next of kin)
- Drivers License
- Email
- Car Details
- Sponsors

### DRIFT ELITE –

In order to be eligible for DRIFT ELITE, drivers must hold a Div 1 license within the UDC. This can be achieved by:

1. The top 8 drivers from the 2010 Ulster Drift Championship will automatically be eligible for a Div 1 license in 2011.
2. In 2011 drivers can earn Div 1 status with a number of consistent top finishes in consecutive UDC Finals, as outlined in the table below:

Requirements for promotion to UDC Div 1 / DRIFT ELITE				
Events	Points Gained in FINAL	Position		Average
1	60	2nd		60
2	112	3rd + 3rd		56
3	160	3rd + 4th + 4th		53
4	196	3rd + 4th + 5th + 5th		49

OR

3. **PROVISIONAL Div 1 LICENSE:** Drivers must have shown competence in other leagues (JDM, BDC, Pro-Drift) with a proven track record. A Driver that believes that he/she is qualified to battle against the DRIFT ELITE on a competitive level may make an application to Sideways Racing for review. After a reasonable review period, Sideways Racing will notify the driver on the status of their application.

A Div 1 license will be valid for the season for which it was granted. Failure to perform competitively in a Div 1 / DRIFT ELITE competition and/or acquire any competition points will result in revocation of the Div 1 license.

<b>A.DRIVER</b>		<b>UDC</b>	<b>AMA</b>	<b>Tramp Drift</b>
1.	A certified helmet: British Standard – BS6658:1985, Type A SFI Foundation – Spec 31.2, Spec 31.2A Snell Memorial Foundation – SA2000 , SA2005	✓	✓	✓
2.	A Race Suit made of fire retardant material. Minimum single layer.	✓	✓	
3.	Fire resistant gloves and shoes are recommended. No bare skin should be showing at anytime.	✓	✓	

<b>B: INTERIOR</b>		<b>UDC</b>	<b>AMA</b>	<b>Tramp Drift</b>
1.	A race seat of fixed back design fitted to driver's side. Where 2 seats are fitted, both must be of fixed back design	✓	✓	✓
2.	A racing harness (seatbelt) of at least 4 points must be attached to the chassis by methods approved by manufacturer, and must meet race use requirements. Where a passenger seat is fitted, both seats must be fitted with a harness. Inertia reel type not permitted.	✓	✓	✓
3.	All cars must have roll bars equal to or exceeding 6 mounting points (made from round tubing).  Minimum Dimensions (∅ in mm) of the tubes used: 40 x 2.5 or 50 x 2.0  The tubing must be bent by a cold working process and the centreline bend radius must be at least three times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.  All mounting plates must be made from 3mm thick steel. MAIN HOOP- min of 120cm squared. (e.g., 12x10cm) FRONT LEGS- min of 120cm squared (e.g., 12x10cm) REAR STAYS- min of 60cm squared (e.g., 6x10cm)	✓	4pt/ half roll cage + Single rear diagonal member	
4.	Door-bars / side impact protection beams are required on both sides of the car. A single bar is adequate.	✓		
5.	A fire extinguisher (at least 1Kg) should be installed in an unlocked portion of the cabin, secured in an approved manner and be in full working order.	✓	✓	✓

<b>C: EXTERIOR</b>		<b>UDC</b>	<b>AMA</b>	<b>Tramp Drift</b>
1.	The body of a vehicle must be able to adequately protect the driver. No badly rotted or damaged sections of chassis, sills, floor or panels.	✓	✓	✓
2.	All body panels (including bonnet) and both bumpers must be present and securely fastened. Only during first practice may cars be allowed on track without either bumper or bonnet.	✓	✓	✓
3.	Tow hooks must be present front and rear and be easily accessed without damaging or removing any bumpers or body panels.	✓	✓	✓
4.	Rear wings, spoilers and other aerodynamic or cosmetic additions must be properly secured.	✓	✓	✓
5.	Windows and windscreens must be free of cracks or breaks over 5" in length.	✓	✓	✓
6.	Any car without headlamps must have headlamp style panels fitted	✓	✓	✓
7.	Sideways Racing sun-visors and driver number must be placed on all competing cars. Sideways Racing reserves the right to apply Championship and official sponsorship branding on each vehicle in designated areas.	✓	✓	✓
8.	Tyres used on the driven wheels must be E-Marked approved and available in the EU over the counter as a walk in customer. R-rated tyres, racing slicks, cut slicks and tyres marked for racing use may only be used on non-driven wheels. Tyres showing signs of removed sidewall markings may be assumed to be illegal.	✓	✓	✓

<b>D: GENERAL STANDARDS</b>		<b>UDC</b>	<b>AMA</b>	<b>Tramp Drift</b>
1	Hub spacers or adapters must be installed properly and torqued to specifications.	✓	✓	✓
2	Aftermarket wheels and tyres must not rub against the fender of the vehicle.	✓	✓	✓
3	Wheel nuts used in conjunction with these adapters must retain minimum threading to hold tension and be present on every stud.	✓	✓	✓
4	All Wheel nuts must be torqued to specification and be used on every stud.	✓	✓	✓
5	Steering system and linkages must be in proper working order.	✓	✓	✓
6	Temporary spare wheels are not allowed inside participating vehicles.	✓	✓	✓
7	Suspension & steering linkages must be torqued to specifications and meet required tensile strength (free from excessive wear).	✓	✓	✓
8	Suspension mounts must not be damaged or excessively corroded.	✓	✓	✓
9	The engine must be able to perform safely under hard driving conditions.	✓	✓	✓
10	All necessary fluids such as engine oil, transmission oil and brake fluid must be free from leaks that may cause a potential fire hazard.	✓	✓	✓
11	Modifications to the engine must not interfere with required safety systems (brakes, steering, etc) of the vehicle.	✓	✓	✓
12	Engine modifications must also not create a fire or fluid leakage hazard.	✓	✓	✓
13	The fuel system of the vehicle must be responding properly and free of any leakages. Any wiring or tubing associated with the fuel delivery or ignition system must be clear of hot areas to prevent potential fire hazards.	✓	✓	✓
14	Wiring Harness – Any insulation associated with the wiring harness must not present a potential fire hazard (i.e. clear of hot areas of the engine).	✓	✓	✓
15	The battery must be secured by a battery bracket, and at least one terminal (the positive) covered by proper electrical insulation.	✓	✓	✓

16	The intake air cleaner system must be adequately secured to the frame of the vehicle with proper fasteners.	✓	✓	✓
17	The accelerator action must be smooth and the return spring operational.	✓	✓	✓
18	All aftermarket piping must be properly secured to the frame of the vehicle. Vehicles with transplanted engines must have all intake channels, intercooler piping and exhaust piping properly secured to the vehicle.	✓	✓	✓
19	Exhaust System – The exhaust system of a vehicle must be properly secured to the frame of the vehicle and include at least one silencer.	✓	✓	✓
20	Brakes – Brake systems must be able to handle extended periods of hard driving conditions.	✓	✓	✓
21	Brakes must be properly bled and all seals in good condition, pedal and linkages must be free of excessive wear, play and malfunction or missing parts.	✓	✓	✓
22	Brake pads must have more than 10% of original condition.	✓	✓	✓
23	Brakes must be free of fluid leaks.	✓	✓	✓
24	Brake lamps must be functioning properly.	✓	✓	✓

## ACKNOWLEDGEMENT OF RULES

Every person or group of persons who is granted the right to participate in a Sideways Racing event, and any person who receives a Sideways Racing license, warrants that:

- He / she are acquainted with the series rules.
- He / she agree without reservation to abide by the series rules.
- He / she renounce the right to have legal recourse, except with the written consent of Sideways Racing, to any arbitrator, or tribunal, not provided for in the rules.

## OPERATING AUTHORITY

At race events, the Sideways Racing Chief Steward (Race Director) has authority for the conduct of all competition aspects of the event.

## INTERPRETATION AND APPLICATION OF RULES

Sideways Racing officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

Determinations and/or decisions made by Sideways Racing officials are non-litigable. They will not initiate or maintain litigation of any kind against Sideways Racing, or anyone acting on behalf of Sideways Racing, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Sideways Racing, and/or partners, agents, or affiliate organizations of Sideways Racing, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all Sideways Racing privileges suspended until litigation is complete.

Sideways Racing reserves the right to amend, or modify, the rules at any time (including individual series regulations and supplementary regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Drift Competition Memos, or other medium.

The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations. **As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.**

## Divisions Explained

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### AMA:

These events are the first rung on the ladder. The focus is on maximum track time for each driver. The track time is open to anyone but the competition excludes Div 1 / Pro level drivers.

At Bishops Court these events are even open to road cars and the track layout is different (lower speed) from the UDC tracks, so this really is the best place to start your drifting career.

### UDC Div 2:

All new drivers (unless a Pro from another promotion) enter the UDC at this level.

Drivers enter the same competition as the Div 1 guys, but as an additional bonus there is a prize for top Div 2 driver.

So even if you are not confident in challenging for the outright win, there is still a piece of silverware up for grabs as top Div 2 driver on the day.

### UDC Div 1:

Drivers gain this rank after consistent top finishes. These tend to be the top contenders at any UDC event.

## Flag Definitions

The following is a definition of the flags you will see in place around the track on drift days. These flags **MUST** have you full attention, and if ignored, you **WILL** be penalised, and in more extreme cases, disqualified from the competitions/removed from the track for the remainder of that day.

### **GREEN FLAG - Go!**

The green flag is waved by the starter to indicate the beginning of a race, qualifying or practice session.

The green flag also is an indication that the course is clear of any obstacles or debris.

### **YELLOW FLAG - Caution**

The yellow flag is the signal for caution and must be adhered to by all.

Drivers must slow and refrain from drifting... A waving yellow flag indicates immediate danger ahead. Drivers must be prepared to stop and cannot pass, although they can close the distance to the car immediately in front.

Yellow flags can indicate problems in one area of a track (usually the first left hand corner of the track due to this being the only blind corner on the course). Passing under the yellow is a serious infraction and drivers may be severely punished. When a driver is penalized for passing under yellow it is at the marshall's discretion and not up for discussion.

### **RED FLAG - Stop Drifting!**

When a race is "red flagged" it is stopped due to some condition that has made the track unraceable.

These conditions can range from weather problems to accidents to surface problems such as oil on the track.

A red flag often means the track has been completely blocked by an accident or debris and there is no safe route through the problem.

As soon as a red flag is shown, drivers must come to a stop as quickly and safely as possible.

### **CHECKERED FLAG - Finish Line!**

One of the most familiar symbols worldwide, the checkered flag says "racing!"

It is waved by the starter to indicate the finish of the race / practice session / qualifying run.

The checkered flag is waved for all finishers, and is also situated around the track on boards to indicate the end of the scoring lap.