



2009
TER-TECH'S FLORIDA
PRO DRIFT SERIES
RULES & REGULATIONS



TER-TECH

Address

Website: www.TER-TECH.com

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MISSION STATEMENT

TER-TECH:

TER-TECH, ADDRESS is a sanctioning body created to promote drivers, professional drift competitions and drift demonstrations throughout the United States and around the world. TER-TECH also serves to create, supervise, sanction, and organize professional drifting events, demonstrations and work in association with other professional motorsports organizations. The goals are for the constant evolution of all aspects of the sport of drifting. Some aspects include improving safety standards with more unified enforcement among all the current drift organizations around the world, sharing new ideas in safety innovations for tracks and vehicles. Disseminating important safety related data in an effort to alert other drift organizations of any new potential hazards. TER-TECH is an advocate of professional and amateur drift programs, and takes a firm stance when it comes to setting the examples of safety, integrity, honesty, responsibility, and good sportsmanship.

Official Notice of Disclaimer

The rules within this document are created for everybody's safety however abiding by these rules will not guarantee nor does it imply that injuries or death will not occur. TER-TECH makes an effort to provide all participants with guidelines for a safe environment and will constantly look to ways of improvement. Despite strict rule enforcement and adherence, all participants must be aware that being present at any drift event presents the possibility of becoming critically or fatally injured, even by no fault of their own. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact the TER-TECH office before entering an official TER-TECH event facility. This is by no means a definitive rule book and will under go constant evolution so please give us feedback and any ideas, also please let us know of any errors or mistakes you may find. This rule book may be updated at any time.

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 TER-TECH Official, without delay, of anything that appears to be a potential safety hazard to themselves or any other individual. Failure to comply with this rule will



be cause for permanent ejection from all TER-TECH sanctioned activities. Additionally, everyone involved should consider that no activity, facility, or system is 100% safe and secure, despite everyone's 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.

TER-TECH Management

Harri Tervola	President
Minna Tervola	Vice President
Mario Gonzales	VP of Marketing
Antti Karro	Event Director
Michelle Thiery	Public Relations
Jeff Carberry	Car Show
Javier	Stunt Show Director



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TER-TECH - Rules and Regulations.

The TER-TECH has established this publication, known as the *TER-TECH Rules and Regulations*, in order to set standards, rules, and guidelines that will function to govern all TER-TECH sanctioned professional drift competition activities to help promote safety and fairness in competition.

Operating Authority

The Event Director has the authority for the conduct of all competition aspects of TER-TECH events. All officials report directly to the Event Director. The Event Director reports directly to the President of TER-TECH.

Interpretation and Application of Rules

TER-TECH officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In consideration of the numerous benefits, all participants and entrants, (including competitors and officials) expressly agree that decisions made by TER-TECH are non-litigable, they will not initiate litigation of any kind against TER-TECH, or anyone acting on behalf of TER-TECH, to reverse or modify such decisions, seek to recover damages or other relief as a result of such determination and if a participant, entrant, competition or official initiates litigation in violation of this provision, that individual or entity agrees to reimburse TER-TECH and/or partners, agents or affiliate organizations of TER-TECH, for all costs of such litigation including travel expenses, and attorneys' fees. Competitors or officials involved in such litigation will have all TER-TECH privileges suspended until litigation is complete. TER-TECH reserves the right to amend or modify the rules at any time (including individual event or series regulations) via posted notice at the events, on the event website, email, written notice or other medium. The TER-TECH has several participants from several countries however the English text of these rules and regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text plus bulletins and modification of the rules and regulations through the mediums listed above.

Knowledge and Possession of the Rules

All drivers must know all of the rules, especially those pertaining to safety items. Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times. Every person, company, entity, official, driver or team who seeks approvals for, and is granted the right to participate in a TER-TECH event, and any person who receives a TER-TECH license warrants that they have thoroughly read the rules and regulations of the events and they agree without reservation to abide by the rules and regulations, they renounce the right to have legal recourse not provided for in the rules.

Competition Terminology

Any TER-TECH competition, where one or more than one vehicle is on the course at the same time, utilizing the predetermined TER-TECH rules and specifying a format by which Drivers are judged and scored based on their driving skills and performance. Recognition is given in high



regards to the top finishers thus the words “Drift Battle” and “Competition” may be used within the context of this, and other related TER-TECH publications, unless otherwise clarified.

Changes to Rules and Specifications

TER-TECH reserves the right to change any rule, regulation, or specification by written bulletin or electronic post.

Official Meetings

A TER-TECH representative shall be present at any official meeting, or hearing, involving interpretation or implementation of this rulebook or the operation and business matters of TER-TECH in general.

1. Driver Competition Rules

1.1 COMPETITION ENTRY REGULATIONS

Participant Eligibility and Requirements

Any driver wishing to enter the TER-TECH competition must meet the following requirements:

Hold a valid TER-TECH Professional Florida Drift license if competing for TER-TECH Championship points (REF:1.4)

Be at least 18 years old (16 or over with parental consent).

Have use of an automobile that meets with TER-TECH technical requirements.
(REF SECTIONS: 2.0 - 4.0 - 5.0 - 6.0)

Have proper driver safety equipment, as per the TER-TECH Rules and Regulations
(REF:3.0)

Fully pay all applicable TER-TECH fees.

Have no outstanding debts with TER-TECH.

Have knowledge of all of rules found in the *TER-TECH Rules and Regulations*, and fully agree to abide by them.

Submit a signed waiver to registration at each event.

Entrant must get their car inspected before going to registration.

1.2 Minors

No one under 18 years of age (16 years of age with parental consent) is allowed to be on the course. The hot pits (pit lane) are considered part of the drift course. A minor release form must be filled out and be on file with TER-TECH 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.

Registering for Competition

In order to register for competition you must fill out, sign and send your application with all fee's to the Registrar of the event. Registration may also be done online and Registration forms found on the TER-TECH website. Once you register for competition and your registration is accepted by TER-TECH, in accordance with these rules and regulations, your registration and the acceptance by TER-TECH will constitute a legally binding contract subject to the laws of the State of Florida. By registering for a TER-TECH event you are agreeing to take part in the event and you are expected to do so unless you are prevented to by an act of god or by the President of TER-TECH



at their discretion. A breach of such contract may be treated as a breach of these rules and regulations. If a registration application is refused, notification of such refusal shall be sent to the entrant by means available to TER-TECH provided to us from the registration form. TER-TECH may deny entry to any entrant whose conduct or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. TER-TECH has the right to refuse a registration application at their discretion without giving a statement of reason for the refusal. A registration which contains a false or incorrect statement may be null and void and the registrant may be deemed guilty of a breach of these rules and regulations, and the registration fee shall be forfeited. TER-TECH is a professional championship point series therefore TER-TECH reserves the right to accept or reject the registration of any vehicle or driver prior to or during competition for any reason whatsoever.

1.3 Non-Registered Drivers

Only TER-TECH Officials and Registered Drivers 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, and from TER-TECH, along with that person's guests and crewmembers.

1.4 TER-TECH Competition License

TER-TECH Professional Drift competition licenses are valid for the calendar year indicated on the license. TER-TECH Professional Drift license allows the driver to accumulate points throughout the championship series. A professional drift competition license is valid for professional competition, unless otherwise specified.

TER-TECH Professional Licenses are currently retroactive defined as those issued during the last TER-TECH qualifiers, any driver who competed and earned a license in any TER-TECH qualifier in the previous events or Provisional Licenses granted to you by TER-TECH.

In order to obtain a Provisional License you must enter a Florida Drift series qualifier and deserve a license by showing the Florida Drift series judges that you are a skilled enough driver to have Florida Drift series License. The grant of a Provisional License is at the sole discretion of TER-TECH. Provisional licenses are most commonly issued to individuals who have displayed a level of skill in other competitive event series'. If TER-TECH denies your petition then it is recommended that you seek to obtain your license through the process of competing in a Florida Drift series qualifier.

1.5 False Information

Any driver that obtains a competition license by providing false information, pertaining to, but not limited to, name, address, past history, state driver's license, or medical form will be denied and the proper authorities will be notified.



2. DRIFT VEHICLE COMPETITION RULES

Entered Vehicles

Drivers shall enter and compete with only one vehicle for the duration of the event, which is determined by leaving the starting line for their first official practice session. A driver may change to an alternate vehicle once during the event, which must be declared prior to leaving the start line for their first qualifying lap.

2.0 Florida Drift series Logos and Placement

All required decals, patches, emblems and logos provided by TER-TECH must be properly displayed during all practice and competition days as outlined herein. TER-TECH must approve the use, in any way, of any TER-TECH identification, mark, logo, likeness or other intellectual property outside of an official TER-TECH approved logo. Florida Drift series logo will be placed on the top corner of the wind shield and the driver number will be placed on the driver side door front section.

2.1 Advertisements and Graphics

Advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required TER-TECH identification marks. No other graphics other than that supplied by TER-TECH may be placed on the windshield.

2.2 Drift Vehicle Condition

In order to present a professional image to the audience and sponsors all TER-TECH competition vehicles must be in good condition and look like professional drift cars. Excessive body damage, flat/matt painted body panels, etc., will not be allowed. The vehicle's mechanical condition must always meet the safety requirements and may not pose a hazard. The vehicle may be inspected for safety violations at anytime while at the event. Latitude will be given to those that have damaged their vehicles during the event and have made a reasonable effort in 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 TER-TECH event does not warrant any latitude or a time period for repairs. Only TER-TECH Officials may grant exceptions to this rule.

2.3 Vehicle Chassis

Each vehicle must maintain the OEM structure, tubular frame extensions and/or replacements are not allowed, a minimum of 50 manufactured chassis produced per year by vehicle manufacturer complete with manufacturer Vehicle Identification Number (VIN) is required for TER-TECH eligibility. Convertibles must have hardtop secured firmly at all times or have a safety net on the roof to protect from roll over accidents with hands etc....



2.4 Chassis Modifications

The vehicle's main frame must remain fully intact; it must not be cut or sectioned. Modifications required for the installation of heat exchangers for example are permitted. The addition of tubing fore and aft of the axles for the purpose of reinforcement of the factory body is permitted. Cutting frame to facilitate an engine or transmission installation may be accepted prior to approval from the TER-TECH office. The safety must be approved by TER-TECH official prior to any modification. It is your responsibility to contact the TER-TECH office if you have any doubts about the legality of a modification.

2.5 Bodywork

All body work must be securely latched and/or fastened to the vehicle by bolts and nuts or the correct fastener.

2.6 Wings

Aero parts such as GT wings must not exceed overall vehicle width and length. Any wing installed must have rounded edges.

2.7 Canards

Any canards fitted to the vehicle front or rear must have sufficiently rounded edges.

2.8 Exhaust Systems and Sound Limits

There may be a specified noise limit at each event location. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties. All vehicles must be equipped with a complete exhaust system complete with rear muffler exiting at the rear of the vehicle, but not protruding more than 2 inches from the rear bumper. The exhaust pipe through in the passenger compartment is prohibited. There must no fuel tank near an exhaust exit. The exhaust and intake sound level must be compliant according to event venue and city regulations. 92 decibels maximum is a rule of thumb, but may be stricter due to local event specific regulations. All cars must meet the venue specific noise regulations. Include a catalytic converter as required by state laws.

2.9 Tires

All competitor tires must be DOT certified with a minimum tread wear rating of 120. Race tires and DOT-R tires are not permitted for TER-TECH competition.

2.10 Suspension

Suspension modifications are allowed, however pick-up points and the factory wheelbase must be maintained. It is highly recommended that any vehicles manufactured pre 1991 to have hub bearing service within one year prior to technical inspection for the day of event.



2.11 Wheel Spacers

Wheel spacers must not display any physical flaws, and must be manufactured of high-tensile steel or forged aluminum.

2.12 Steering

Steering modifications are allowed

2.13 Brakes

Brake upgrades must maintain the same OEM functionality. Foot brake must operate all four calipers. Handbrake must operate two rear calipers. Brake proportioning valves are permitted.

2.14 Fuel

Permitted fuel is any grade of gasoline, 100% petroleum derived. If using anything else (E.G. methanol, etc) The TER-TECH must approve before driving on course.

The fuel lines and fittings must be of the high pressure type and routed in such a way to not interfere with any moving parts and be securely fastened insulated as needed. No fuel lines may be routed through the passenger compartment.

2.15 Engine

Engine upgrades, modifications and engine swaps are permitted. Catch tanks must be installed and securely fastened. Radiator catch tanks must have a minimum capacity of 1 qt. each. Oil catch tanks may also be installed on engine oil breathers where practical. Engine painting is allowed, provided that it is applied to external parts only.

2.16 Oil Catch Tank Engine

An engine oil catch tank must be installed with minimum capacity of one (1) quart and securely fastened in the engine compartment but not necessary with closed loop breather system. If not a closed loop breather system it must exit the outside.

Transmission

A transmission and differential oil catch tank must be installed. The transmission catch tank capacity must be more than 100cc and made by metal or resin and must be installed in passenger compartment. The differential catch tank capacity must be more than 200cc and made by metal or resin and must not be installed in the passenger compartment. If both transmission and differential share the same catch tank, the capacities need to be greater than 300cc in total. The catch tank breather must exit the outside.

2.17 Cooling System

Engine cooling system must not contain any type of coolant; system must be filled only with water, Water Wetter permitted. If cooling lines are plumbed through passenger compartment they must be either steel braided hoses or metal tubing or a combination thereof.



2.18 Transmission

Transmission upgrades allowed, OEM modifications and aftermarket swaps permitted. Gear shifting levers must maintain OEM locations. The differential case must possess an oil catch can.

2.19 Vehicle Interior

The vehicle interior may be completely removed; however the factory dashboard must be maintained. The OE gauges may be replaced.

2.20 Windows

Front windshield must retain factory OEM grade, laminated glass. Front windshield with any crack is prohibited. If windshield is cracked after the inspection but during practice or competition inform the technical manager promptly.

All glass except for windshield may be replaced with high impact polycarbonate minimum 3mm thick. No tinting is allowed unless factory windshield has tint.

Steel or aluminum bracket or retaining clips must accompany on rear polycarbonate, windows and must have more than 20mm duct holes on the glass.

Brackets or retaining clip must be bolted down to prevent detachment.

2.21 Lights

Vehicle must be equipped with full operational headlights, small lights, brake lights, and emergency hazard lights. Glass lens head lights must be covered with transparent tape in the event of breakage.

2.22 Power Outlet

All competition vehicles must have at 12-volt power outlet in the form of a secure lighter type socket. This outlet may be used for any official TER-TECH electronic equipment.

3. DRIVER SAFETY

3.0 Driver's Attire

The following safety items are required for the driver to participate in a TER-TECH drift event. 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 Inspectors. Drivers' competition attire and belts will be subject to random safety inspections at any time while at the event. **If, at any time, illegal, non-conforming, or outdated safety equipment is found, the equipment (in its entirety) may become the property of TER-TECH.**



3.1 Driving Suits

A TER-TECH 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 or two-piece and made of the following material: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400. Combinations of the above listed material are also acceptable as is any one piece suit carrying an SFI 3-2A/1 rating or better.

3.2 Underwear (not mandatory)

Approved underwear made of fire resistant material such as: Nomex, PBI, Fypro, Kevlar, IWS (wool), Fiberglass, Durette, FPT, Kynol, Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, or Durette X-400 are recommended with all suits except those made of three (3) layers or carrying a rating of SFI 3-2A/(5, 10, 15, or 20).

3.3 Helmet

All TER-TECH drivers are required to wear an approved helmet while on track. Helmets must be approved by Snell and carry a sticker of Snell 2000 (SA2000) or better. Ratings other than that of "SA" (Special Application), i.e. "M1995, M2005", are not acceptable.

3.4 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.

3.5 Eye and Face protection

TER-TECH requires full-face helmets to have an impact resistant face shield. Face shields, safety glasses, or goggles all made of impact resistant material are permitted as "eye protection." On open face helmets. However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver.

3.6 Shoes

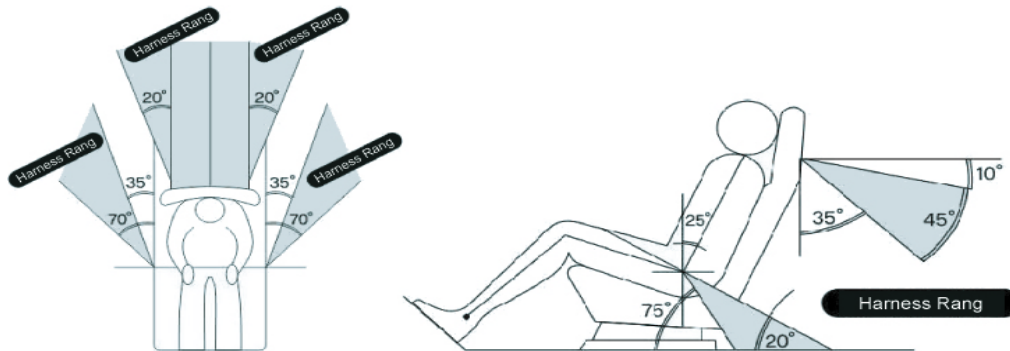
TER-TECH highly recommends shoes made of fire resistant material or common cowhide leather are required. Shoes must cover the entire foot so that there are no exposed areas of skin.

3.7 Socks

Socks made of approved fire resistant material are recommended.



3.8 Driver restraint system



Figures 1. Seat Belts Mounting Angle

All cars must have a four (4) or five (5) point harness system.

A four (4) point system consists of a three (3) inch lap belt, and a two (2) or three (3) inch shoulder belts.

A five (5) point system consists of a three (3) inch lap belt, a two (2) or three (3) inch shoulder belts, and a two (2) inch anti-submarine strap.

The material of all straps shall be Nylon or Dacron, and in new or perfect condition. The buckles shall be metal quick release. There shall be a common release for all belts.

The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of forty (40) degrees with the horizontal.

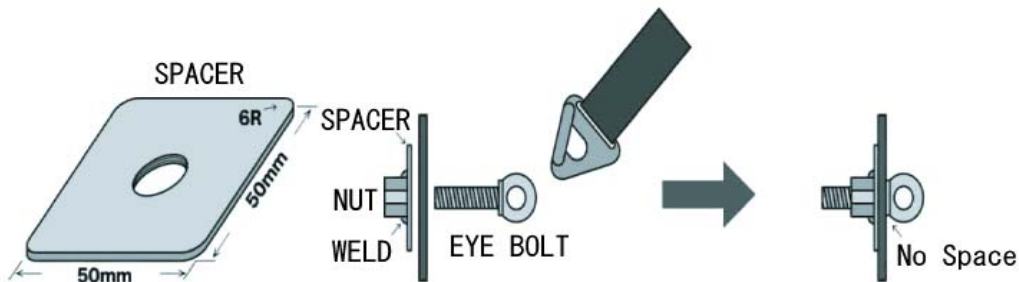
Only separate shoulder straps are permitted. "H" type belts are allowed. "Y" type belts are not allowed. Each shoulder strap must have an independent mounting point.

All belts shall meet SFI Specification 16.1.1. Shall also bear a dated label of no more than five (5) years old. Restraint systems meeting FIA spec #8853/1985 including amendment 1/92 may be used. Only one date label is required per set.

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.

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 before they may be used again in competition. Proof of re-certification is the driver's responsibility.

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.



Figures 2 Spacer Size and Eye Bolt Installation

4. VEHICLE SAFETY

4.0 REQUIRED SAFETY EQUIPMENT

Disclaimer: These regulations must be strictly adhered to. It is solely the driver's responsibility to conform to these rules. These rules do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the drivers' responsibility to contact the TER-TECH office immediately.

4.1 Technical Inspection

During each event, the Technical Manager or their assigned representative will conduct random inspections of any entered vehicles. These may be via a pre-event inspection, through an impound process either during or post event, or by any other method.

4.2 Passenger Compartment

The passenger compartment as defined by the area from the bulk head to the location of the back of the rear factory seat location. This passenger compartment must be sealed and isolated from both the engine compartment and fuel compartment by the means of enclosing with welded sheet metal for large areas, sealing up holes by welding plates or using rubber plugs and aluminum tape for holes less than 2 inches in diameter. Anything placed in the passenger compartment not essential to the operation of the vehicle such as helmet case must not be made of combustible materials.

4.3 In-Car Fire Safety System

TER-TECH highly recommends that a fire system be installed. An in-car fire system uses several lines routed through the car with a single actuator to engage in case of a fire. An in-car system shall use Halon 1301 or 1211, 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. Systems may also use AFFF material (i.e. SPA Lite, ZERO 2000, Coldfire 302) 2.2 liter 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 shall be securely mounted. In-car systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer’s (3M) instructions.

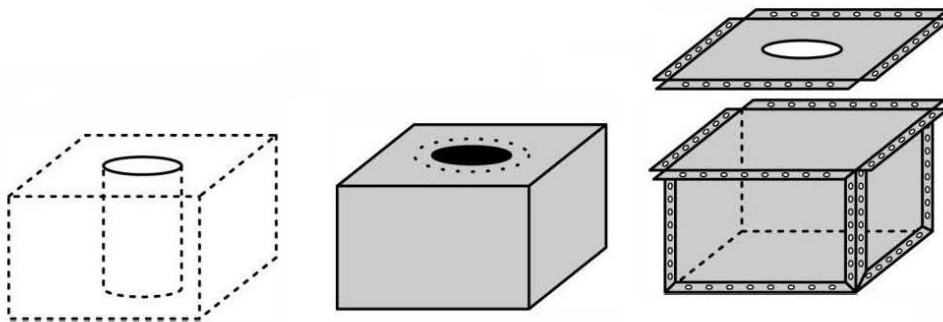
4.4 Fire Extinguisher

All cars without an in-car fire system should have at least one fire extinguisher securely mounted inside the vehicle that is within driver’s reach. The fire extinguisher shall be secured using quick release type brackets. The following chemicals are allowed: Halon 1301 or 1211, two (2) pounds minimum; ABC dry chem., two (2) pound minimum; 10BC potassium bicarbonate (Purple K) is recommended; or 1A10BC multipurpose, ammonium phosphate and barium sulfate or Monnex. All fire bottles should have a gauge indicating their charge status. Any bottle without a gauge should be weighed to determine content. Once a bottle has been even slightly discharged it should be replaced or refilled.

4.5 Fire Extinguisher / System Required Decal

All cars must display one (1) “E” decal on the outside of the vehicle identifying the location of the fire extinguisher. (Place the decal closest to the entry point of the vehicle where the fire extinguisher is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. Car builders should give careful consideration to this item.) On vehicles with fire systems, one (1) sticker is required at the release button, as well as and one (1) on the outside of the vehicle. [See note above.]

4.6 Fuel Cell / Tank



The TER-TECH recommends the use of fuel cells. All cars having a fuel cell MUST comply with the rules in the section, even if a fuel cell is not required. There must be a solid metal bulkhead completely separating the fuel tank, fuel cell, filler neck hoses, and/or vent lines, from the passenger compartment. Quality fuel cells contain a bladder constructed of Nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer and are FIA FT-3 rated or better. The cell shall be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125-inch Marlex, fully surrounding the bladder. Foam internal baffling is required. The filler cap, line, vents hoses, etc shall be designed so that no fuel will escape if the car is partially or totally inverted.



4.7 Fuel Cell Installation

Fuel cells shall be located within twelve inches of the original tank. The measurement is taken from the perimeter edge of the original tank to the perimeter edge of the fuel cell. Additional reinforcements may be added to aid in the installation of the cell, but they shall not attach to the roll cage. Floor structure may be modified to aid in the installation of the cell. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash.

4.8 Re-Fueling

Fire extinguisher must be on hand during re-fueling ready to be operated by a second person should a fire break out.

5. SAFETY CAGE



5.0 Safety Cage Purpose

The purpose of the safety cage is to protect the occupants in case of a rollover or a collision. It must be able to withstand the weight of the car landing on the roof. A cage with six mounting points or more is required.

5.1 Intent

Chassis stiffening is a side benefit of a good safety cage system, but it is not the intent of these rules. The removal or redesign of the cage, whole or in part, to comply with these rules, does not imply that penalties will not be issued for violating the intent of these rules.

5.2 Installation

The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

5.3 Padding

All roll cage surfaces that may come in contact with the driver shall be padded with high-density padding.



5.4 Bends

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

5.5 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. 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, totaling one hundred eighty (180) degrees +/- ten (10) degrees.

5.6 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).

5.7 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. Optionally a Halo Hoop (Option 2) or Front Hoop (Option 3) construction may also be acceptable.

5.8 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.

5.9 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 roof line) 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.

5.10 Rear Brace

The main hoop must have two (2) brace extending to the rear. The brace shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top.



5.11 Rear brace must not contain any bends.

The main hoop brace may be mounted at the rear shock mounts or suspension pickup points. They may go through any rear bulkheads provided the bulkhead is sealed around the cage brace.

5.12 Door Bars / Side Impact Protection

Door bars on both driver and passenger side must be used. The driver's door window glass, window operating mechanism, armrest, map pockets, door panel, and inside door latch may be removed. *This gutting of the door is only permitted if the roll cage incorporates at least two (2) NASCAR style door bars that extend into the door or an X brace.

5.13 Mounting Points

The roll cage shall be mounted to the floor of the car in a minimum of six 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.

5.14 Mounting Plates

Each mounting plate shall be no greater than 100 square inches and no greater than 12 inches or less than 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 100 square inches total including vertical sections.

5.15 Mounting Plates – Bolt-In Cage

The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three (3) bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE Grade 5 or better with 5/16" diameter minimum.

5.16 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.

5.17 Welds

All welding must be of the highest quality with full penetration and Arc welding should be used whenever possible. The welder, using magnaflux, should inspect all welds for quality. All attachment points must be welded 360 degrees around the tube.

5.18 Additional Reinforcement

Any numbers of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety.

5.19 Tubing Sizes

Driver safety is of paramount importance below are the minimum requirements, it is always better to over build the safety cage.

Minimum 1.5" OD x 0.095 DOM Steel

Minimum 1.5" OD x 0.083 Chromium Molybdenum Steel



5.20 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).

6. ADDITIONAL SAFETY

6.0 Master Switch

TER-TECH recommends an electrical master switch on all cars. The switch is mandatory on cars where the battery has been relocated from its original location. The switch shall be mounted so that it is easily accessible from the outside. The switch shall cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked. Any marked switch must function as per this rule, or the indication decal must be removed.

6.1 Steering Wheel ignition Lock

The steering wheel ignition barrel locks shall be removed.

6.2 Tow Hooks

TER-TECH recommends that all vehicles have at least two (2) easily accessible tow hooks, one (1) in front and one (1) in back. They must not protrude dangerously from the car or require manipulation of the bodywork and/or panels to access the tow eyes. They must be strong enough to support the weight of the car. If no tow eyes are available the towing crew will hook onto other things that may cause damage to the driver's car. The tow crew and TER-TECH will not be held liable for any damage.

6.3 Hoses inside Passenger Compartment

All fluid transfer hoses carrying any liquids or any that go through the passenger compartment must be metal or steel braided hose. Any hoses that carry cold water, such as washer fluid, etc. are exempt from this rule.

6.4 Driver and Passenger Seat

Both driver and passenger seat must be securely fastened and braced in such a way as to minimize the possibility of breaking loose during an impact. Large fender washers and solid fabricated mounts are recommended. Seats made primarily of plastic, PVC, ABS, or other similar polymers are strictly prohibited. The installation of the seat must conform to all requirements published by the manufacturer.



7. TER-TECH COMPETITION FORMAT

7.0 Rain and Inclement Weather

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as suitable tires, clothing, etc. If a competition is started in the dry and it starts to rain, the TER-TECH Event Director may choose from any of the following:

- A. Continue the competition if the conditions are deemed to be safe enough
- B. Stop the competition, if the conditions are deemed to be dangerous
- C. Implement any other course of action to ensure the best possible outcome.

7.1 Practice Sessions

There will be at least one practice session before the qualifying runs or competition. The number of warm-up laps will be determined on the time and number of entrants however the TER-TECH Event Director reserves the right to order more than one (1) warm-up session. It is the competitor's responsibility to know how many warm-up sessions there will be and at what times.

7.2 TER-TECH Qualifying Rounds

Each driver has the opportunity to qualify and to compete for placement in the top sixteen. For driver qualifying there will be three back to back qualifying runs for each driver. Each of the three runs will be scored by the judges and the two lowest scores dropped. The highest sixteen scores will move on to the "TOP16" The driver pairing will be determined by the drivers' points. The highest scoring driver will compete against the lowest scoring driver, and the second highest scoring driver will compete against the second lowest scoring driver and so forth.

7.3 "TOP16" competition format

After the TOP 16 practice and attack The TER-TECH competition order will be decided based on driver qualifying scores. Before competition begins the TOP 16 drivers will be individually introduced on track to the audience and sponsors. Drivers will then go straight into competition. After all sixteen competitors have run and the top eight qualifying drivers have been selected they will compete again until we have the winner. It is the competitor's responsibility to understand the competition format

7.4 Scoring and Results

TER-TECH Professional Drift judging system will be implemented for all TER-TECH drift competitions. The method chosen may be implemented either in full or in part, or modified or discarded at any time, at the discretion of the TER-TECH Event Director. With regards to this section, the TER-TECH Event Director has the option of temporarily assigning all decision making power to the TER-TECH Head Judge.

7.5 Adjustments by the TER-TECH Event Director

The TER-TECH Event Director reserves the right to make changes in rules and/or penalties to ensure fairness of all aspects of competition. TER-TECH will make every effort to correct problem situations to the fairness of the majority before invoking penalties, in full or in part.



7.6 Drift Starter

A driver must cross the starting line, under “green track conditions,” with a car under its own power, at some time during the drift event in order to qualify for minimum points.

7.7 Winner

The winner of the competition will be the driver that qualifies to the top sixteen and wins each of the TOP 16 rounds and ultimately receiving the highest score from the TER-TECH judges. The winning car need not be running at the end of the competition.

7.8 Official Results

Results will only become official when published in print or on-line as “Official Results,” by TER-TECH.

7.9 Competition Dead Heats

In the event of a dead heat, the TER-TECH Event Director by the request of the Head Judge may invoke only additional competition reruns. The TER-TECH basic philosophy of competition discourages the recognition of “ties,” however should the TER-TECH Event Director determine that the outcome of the rerun be scored as a dead heat (tie) as decided by the TER-TECH head judge, the driver having the highest position in the TOP 16 shall be awarded the win.

7.10 Calculating Season Points

7.11 Season Points System

Championship points are awarded and controlled by TER-TECH.

7.12 Series Points System

Point's payout per TER-TECH drift competition is as follows:

1st – 17 points, 2nd – 16 points, 3rd – 15 points, 4th – 14pt, 5th – 13pt, 6th – 12pt, 7th – 11pt, 8th – 10pt, 9th – 9pt, 10th -8pt, until 16th place gets 2 point All the drivers outside of the TOP 16 get 1 point.

7.13 The TER-TECH Championship Points - Tie

In the event of a tie for Championship points the winner will be decided upon the following criteria in this order until the tie is broken.

1. Adding in the events points
3. Most 1st places over series
4. Most 2nd places over series
5. Most 3rd places over series
6. Most 4th places, etc
7. Average points over series
8. Head to head TER-TECH Battles (number of times driver “A” won against driver “B” While competing at the same TER-TECH event.



8. Participant Conduct

8.0 Participant Conduct - Expectations

It is expected that every participant and driver at a TER-TECH sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and TER-TECH Officials, and in a manner that shall not be detrimental to the reputation of TER-TECH or any the TER-TECH sponsors related directly or indirectly. Failure to do so may result in harsh penalties.

8.1 Driver and Team Appearance

Drivers and Teams must be clean and presentable at all times. Driver uniforms must comply with these rules and regulations and must be free of wear and damage. Driver Uniform must include the driver's name in an easily visible location. Driver and team uniforms must have all required series patches in the specified location and must include the team logo or team name.

8.2 Best Sportsmanship

TER-TECH considers good sportsmanship amongst all drivers, teams and officials to be the very essence of drifting, and the basic foundation of TER-TECH competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the drift competition. Real sportsmen/women may have an intense desire to win, but not at any cost. A person that has won by cheating, or by any means less than honorable, has simply found a way to acquire a trophy and some cash but by no means did they acquire a victory. The actual winner is the true sportsman/woman that might go home with nothing in his/her hands, yet their heart is overflowing with satisfaction. This satisfaction comes from understanding that the value of winning is not found in a trophy, but rather in the sheer pleasure of competing at the highest level amongst their peers with fairness, and integrity.

8.3 Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome at any TER-TECH events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, aggressive physical contact, and losing without grace. Other forms are willfully using non-performance technicalities to hurt another competitor's point standings to the benefit of one's own, "sandbagging," and failing to report a mistake in scoring that benefits themselves. No form of unsportsmanlike conduct will be tolerated at any TER-TECH event.

Competitors that show poor sportsmanship due to a mistake in judgment will be educated, and penalized if necessary. However, competitors that commit repeated acts of unsportsmanlike conduct cannot be educated; therefore expulsion may be the result.

8.4 Knowledge and Possession of the Rules

All drivers must know all of the rules, especially those pertaining to safety items.

Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.



8.5 Breach of Rules

In addition to any other offenses listed herein, the following shall also be deemed as a breach:

- Any action in the competition by a person, or automobile, known to be ineligible
- Participation in any proceeding, or action, prejudicial to the interests of TER-TECH.
- Reckless, or dangerous, driving
- Failure to obey direction, or orders, of an official.
- Refusing to cooperate with, interfering with, or obstructing the action of the officials, Event Director others in the performance of their duties.
- Violation of the terms of probation.
- Public criticism of an event or the series, its officials or sponsors.
- Unsportsmanlike conduct.
- Physical contact with intention to harm any participant or official or the threat of same.
- Inappropriate, objectionable, threatening, or profane language or gestures.
- Failure to allow inspection or disassembly of a vehicle as directed by the Technical Manager.

8.6 Penalties

Any participant, official or other person violating these rules or any conditions related to the event or any special rules of a course may be penalized as provided by the TER-TECH Rules and Regulations as follows:

- Failure to allow inspection or disassembly of a vehicle as directed by the Technical Manager.
- A fine of up to \$10,000
- Loss of a portion or all prize money
- Loss of series points
- Loss of Awards
- Suspension or Probation
- Disqualification
- Expulsion

8.7 Amending Awards

In those cases where a penalty of disqualification is imposed, the Event Director shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

8.8 Publication of Penalty

TER-TECH shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against TER-TECH, or against any person publishing such notice.

8.9 Team Representative

Each team will designate one (1) person to act as their team representative. This is the only person who may officially speak for the team, including filing protests, withdrawing an entry or vehicle and make changes and additions to the team's credential list. If the team representative



must be changed during the event, the Registrar, Technical Manager, and Event Director must be notified.

8.10 Meeting Attendance

TER-TECH officials will conduct various meetings with the drivers and team managers throughout the course of an event. Notifications of such meetings will be distributed upon load-in at each event. All will be briefed on the rules governing the competition and any new rules or regulations pertaining to the competition. Drivers and team manager attendance is mandatory. Drivers must be suited. Failure of any driver or team manager to attend these meetings shall result in a minimum fine of one hundred fifty dollars (\$150.00 U.S.) unless the absence is pre approved by the Event Director. In addition, failure to attend these meetings shall negate any protest or action by the participant regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. TER-TECH may also impose penalties or fines for tardiness to official meetings. It is also mandatory for drivers to make themselves available the entire length of the autograph session at an event and failure to do so will result in a mandatory two hundred and fifty dollar (\$250.00US) fine and any penalties as imposed by the Event Director at their discretion.

8.11 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver. Damage to the drift track, 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 or enters online.

8.12 Medical Conditions

It is the responsibility of the driver to notify the TER-TECH office and/or the Event Director of potential, or existing, medical problems and to obtain and submit specific written permission from his/her doctor to the TER-TECH office before going on course.

8.13 Responsibilities for Valuables

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

8.14 Alcoholic Beverages

Consumption of alcohol by any participant on practice or competition day is expressly prohibited

8.15 Narcotics and Dangerous Drugs

The use of any dangerous drugs or narcotics, as defined by Federal and/or state laws, by any driver, crewmember, mechanic, or Official is specifically prohibited, unless prescribed by a doctor.



9. Rules of the Pit lane and Paddock

9.0 General Pit and Course Rules

Only personnel with valid TER-TECH Participant I.D. will be allowed access to the restricted areas. TER-TECH Participant I.D. must be available and visible at all times. Smoking is not allowed at any time in the specified areas. Pets are prohibited in the specified areas. No personnel may enter a "hot" course without approval from the Event Director. The Event Director or their delegate has complete authority in enforcing pit lane and the course. Engines shall be started with an on-board starter and an on-board power supply. A driver unable to start the automobile on the pre grid may get a "push start", provided the automobile is in position on the grid prior to the start of the session. Push starts on the pre grid shall be under the supervision of a TER-TECH official to ensure that they are done in a safe manner. Push starts prior to the start and during the competition are permitted only if approved by the Event Director. The on-board starter must not be used as a means of propulsion, either on the course or from the start line, except in emergency situations. The driver shall not push his own car. Drivers shall obtain no assistance, except in an emergency, while on track except by officials for safety reasons. The Event Director may order any vehicle removed from the course if, in their judgment it constitutes a hazard to other competitors for any reason. In the event that loss of bodywork is a safety hazard, the car may be removed from the course. Cars competing in a race with bodywork missing may be penalized. Fueling is only allowed in designated fueling areas. A driver, crew member or other participant acting in such a way that is considered by a TER-TECH official as endangering others will be fined a minimum of two hundred and fifty dollars (\$250.00US) and up to five thousand dollars (\$5,000US) and may be disqualified from participating in any or all TER-TECH events. All drivers and teams must keep safety and professionalism in mind at all times. TER-TECH reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

9.1 Paddock Rules

The speed limit in the paddock is five (5) MPH for any vehicle other than emergency vehicles. This speed limit applies to bicycles 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 urged to refuel on concrete areas if available.

TER-TECH 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. If not washed away with water, the bill to fix the damage can quickly add up to \$1,000 for which they will be liable.

Entrant provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.

Participants will be held responsible for any damage they cause to the paddock, pit lane, fencing, bathrooms, and any other objects.



- Do not dispose of tires at the event facility.
- Do not litter or leave any mess.
- Do not plug into any event facility power outlet.
- Proper parking is a must to ensure that all participants will fit into the paddock.
- No parking in fire lanes.

9.2 Loud Engines

Each location may have its own set of rules for legal sound levels at all times of the day or night. It is the responsibility of the participant to check with the TER-TECH Office, or the facility to get this information. As a rule of thumb, at most venues it is prohibited to start loud engines (even for a few seconds) before 8:00 AM. Failure to comply with the rules on sound after hours at any given facility will result in harsh penalties.

9.3 Gas Cylinders

All compressed air bottles/gas cylinders with a rated pressure of over 200 PSI must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway. This structure must serve to prevent head breakage and containment, should the head break off.

9.4 Bicycles, Skates, Moped, etc.

No one without a valid state driver's license may operate any mode of transportation in the paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time.

9.5 TER-TECH Driver/Crew Presentation

Any participant involved in pit lane must wear at minimum Team Crew Shirt, pants, and shoes (no open toed shoes). Shorts in the pit lane are permitted except during refueling. TER-TECH Driver, Team and Crew members must wear Team Crew Shirts and pants at all time during competition.

10. TECHNICAL INSPECTION SECTION

10.0 VEHICLE SAFETY INSPECTION

Driver must make available the competition vehicle for safety inspection any time requested by TER-TECH Official. Failure to comply will result in penalties, possible fine and disqualification and loss of series points.

10.1 Annual Safety Inspection

Each calendar year before vehicle's first TER-TECH drift event, the vehicle must go through a full inspection by an authorized TER-TECH Tech Official. **TER-TECH Officials may inspect cars for safety issues at any time.** "Surprise" safety inspections may be common at TER-TECH events, and if any illegal items are found, the competitor will be held accountable.



10.2 Re inspection Alteration/Damage

A vehicle must be re-inspected by a TER-TECH Tech Inspector if it has been involved in a major crash, or if deemed a new inspection is necessary by indications of notes on prior inspections. Vehicles that have had safety equipment altered or damaged must have their vehicles re-inspected by a TER-TECH Tech Inspector.

10.3 Safety Inspection at Each Event

At each event, the driver must fill out and sign a tech form. The tech form shall be taken to the tech area for vehicle inspection by TER-TECH official and approval "OK for Competition," Any driver failing to properly prepare his/her car as required by the tech sheet may be subject to license revocation, disqualification, or other penalties. All competition vehicles will be subject to random safety inspections at any time while at the event. **If, at any time, illegal, non-conforming, or outdated safety equipment is found in or on the car, that equipment (in its entirety) will become the property of TER-TECH.** Additionally, **the driver will be fined fifty (\$200) dollars** for each separate offense. Subsequent offenses during the same season will double the penalty each time.

10.4 Requests for Action (RFA)

Any entered driver may lodge a protest against another driver's on-track conduct. The protestor shall obtain a "Request for Action Form" from Registration, fill it out, and file it with TER-TECH. The RFA Form must be filed within thirty (30) minutes of the end of the session, in which the incident occurred. The TER-TECH Event Director may accept the RFA, may extend the time allowed, or may reject the RFA.

10.5 Appeals

Any decision made by the TER-TECH Event Director may be appealed. The appellant must submit, in writing, all of the details of the case, including references to all applicable rules, along with any and all evidence, including a copy of original appeal form, and the fee of one hundred (\$100) dollars, to the TER-TECH Office. All items must be sent (postmarked by registered mail or faxed) three (3) business days after the last day of the event. TER-TECH may grant written permission to extend the time frame for both the appellant and the TER-TECH Event Director equally, in extreme or unusual cases. The Event Director may review the case based solely on the evidence presented within the time frame. No new evidence may be allowed after the time frame for submission has passed. However, the Event Director may call upon either party, at anytime, for clarifications. Appeals based on notification of decisions by mail or fax, shall be given a time frame of ten (10) days from the postmark, or the date of the fax. The Event Director shall make an effort to ensure that fairness and justice is served. He will administer the case holding these two qualities in higher regard than any other factor. In this light, he shall not be confined by any TER-TECH regulations. The Event Director has the power to make adjustments in decisions and penalties in each case. If an appeal is ruled to be "not well founded," the appeal fees will be retained and the Event Director may increase the penalties. If the appeal is deemed "well founded", the appeal fees will be returned. There will be no penalties issued to the TER-TECH Official(s) in question for errors and/or omissions made in good faith. However, any TER-TECH Official that has been deemed by the Event Director to have violated any governmental laws,



acted in bad faith, showed bias, or willfully attempted to cause detriment to a competitor, may be acted upon.

11. Terminology

11.0 Drift-track/course

The drift-track/course is defined as the actual competition surface where no speed limit exists, and is deemed a hazardous and restricted area during events. Pit lane is considered part of the drift track, and is considered a Restricted Area.

11.1 Restricted Area

Any area that is off limits to the general public is considered to be a restricted area. Restricted areas may typically include, but are not limited to, the drift track surrounding terrain, and the pit lane.

11.2 Pit Lane

The staging lane leading to Re-Entry serves to refuel (when permitted), adjust, or repair a car and replace wheels/tires during competition.

11.3 Paddock

The general term used to describe the allowed areas for the participants to park their vehicles, trucks, trailers. This area is also used for repairing and preparing the vehicles between on-track sessions.

12. Administrative Terms

12.0 Drift Car / Competition Vehicle

For the purposes of this publication, the terms “drift car” and “competition vehicle” may be used interchangeably, unless otherwise specified. Generally speaking, both terms refer to any four wheeled, motorized vehicle possessing adequate safety equipment to meet the standards for a TER-TECH drift contest. This does not imply that every participating vehicle meeting this definition is engaging in a contest. This section does not change any part of the definition of the term (or any similar term): “a vehicle that was designed principally for use on public roads or highways.”

12.1 Entrant

An entrant is any person that is registered as a driver for each event.

12.2 Participant

A participant is any of the following:



- A. Any person, entering a restricted area during the event hours, possessing the proper wristband or credentials, is considered to be a participant.
- B. All entrants of each event are considered to be participants from the time that they enter the facility on the day of the event until they are finished with all activities related to the day's event.
- C. Any person that is, or will be, engaging in any physical activity pertaining to the event, including but not limited to, performing (or assisting in) work on vehicles and/or machinery, or using any tools during the event hours as defined by the published schedule.
- D. Any TER-TECH authorized members of the press, photographers, and video/TV/film production crew during the course of their duties.

12.3 Waiver

The term "waiver" refers to the TER-TECH issued participant liability release, unless otherwise stated in context. All participants must sign and submit a waiver to Registration before any participation.

12.4 Control / Course Control

"Control" refers to the collective set of Officials that are in charge of the full course conditions, controlling the scheduled activities, maintaining a written record of incidences, communicating with each station, dispatching the emergency crews, and function as the central hub of information distribution as needed. Control is typically staffed with the Chief of Communications [

12.5 Driver Review

The Event Director shall have the power to convene a meeting to review a driver's conduct, car legality, driving record, or other such matters. Such a meeting shall have the power to review eyewitness' testimonies and the driver's previous history in order to invoke penalties.

12.6 Sponsors

Personal sponsors offering cash or prizes to the competitors in exchange for services, such as advertising, are considered to be independent contractors. Each competitor that chooses to participate in a contingency award program accepts liability and responsibility for collecting his/her prize(s) or prize money. TER-TECH makes no claims and takes no responsibility for said sponsors, and makes no guarantee or warranties (implied or otherwise) in any regards. Competitors that wish to participate may be required to register directly with the sponsor, and are solely responsible for collecting their prizes or prize money.

13. OFFICIALS AND THEIR DUTIES

13.0 Purpose



The purpose of this section is to provide participants with a better understanding for the nomenclature used concerning TER-TECH event Officials, their titles, and a brief related description.

It should be noted, that nothing in this section constitutes a rule of any kind, nor makes any guarantees of any type, since this is simply a guide to aide in the understanding of terms.

13.1 Conduct of Officials

Officials shall conduct themselves in accordance with all of the rules and regulations found in the TER-TECH-RR. Officials that are on duty shall conduct themselves with exemplary and professional behavior, and shall be an example for the competitors. The Officials are as much a part of a drifting event as the competitors and shall be bound by these rules in the same manner. Any official that has been found to have made a mistake, yet acted in good faith, shall not be punished, however may be assigned to other duties or sent for more training as necessary.

13.2 Misconduct

Any TER-TECH Official that has been found (in connection with TER-TECH) to have violated any governmental laws, acted in bad faith, showed bias, or willfully attempted to cause detriment to a competitor, may be reported to the Executive Event Director. The Executive Event Director may evaluate the case, and if deemed to be sufficient cause to believe that the Official in question was involved in any of the aforementioned atrocities, the Executive Event Director may convene a meeting with National Chairman and the Regional Event Director. Other consultants may be invited as necessary. Upon conclusion of the meeting the Executive Event Director will carry out the agreed upon course of action which could range from a reprimand to permanent expulsion, and notification of governmental authorities if applicable.

13.3 All Officials- General Philosophy

All Officials shall be trained and licensed (where required) before being allowed to perform official duties. All Officials-in-Training should be supervised. All volunteer Officials and independent contractors shall sign the required contracts and/or documents before proper at each event. All Officials shall strictly adhere to these two basic rules.

13.4 Friendliness

All Officials shall be friendly and courteous to all TER-TECH participants. Participants are valued *members*. If an Official has a problem with a member, refer them to the Event Director. Under no circumstances shall an Official be rude, sarcastic, or impolite to any TER-TECH member. Disputes with other Officials shall be settled quietly and in private. Any unresolved problems should be reported to the Event Director.

13.5 Maintaining the event schedule

Events will be carefully planned with group count in mind, as well as other factors such as the driver order, etc. It is understood that the schedule is tentative. Publishing the schedule to participants before the event is not required, but it is permitted. Any problems that result in loss of time will adversely affect the schedule. TER-TECH runs on schedule to ensure the satisfaction of its valued members. Minor track clean up problems can usually wait until a break in the schedule,



or the end of the day. Major clean ups must be dealt with quickly. Officials should enlist the help of as many other Officials as possible, and implement an organized effort.

13.6 TER-TECH Event Director

The Event Director shall be the executive responsible for the general conduct of all aspects of competition at an event for which he has been assigned including conduct of participants and officials, safety issues, course design, technical regulations, judging, application of the TER-TECH Rules and Regulations. They shall ensure that all provisions of these rules and regulations are in complied with. All officials report to the Event Director. The Event Director reports directly to the President of TER-TECH

13.7 Judge

Judges are responsible only to determine scores and points assigned to individuals or teams based on the competition criteria determined by TER-TECH. Judges shall furnish and distribute results of all qualifying sessions. Judges or other entities as assigned by TER-TECH will maintain records of competition results for all events. Judges or other entities as assigned by TER-TECH will also compile and distribute official results after notification that all protests are completed and after the Event Director have declared the results "official".

13.8 Technical Manager

The TER-TECH Technical Manager is the authority in determining and enforcing technical regulations. Their decisions cannot be protested and they have the authority to amend or add to the rules and to make adjustments to car specifications at any time, if deemed necessary. The Technical Manager or his designee will notify any changes made at the event by written bulletin or written distribution. The Technical Manager may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the rules and regulations at any time. The Technical Manager shall make a report to the Event Director of any vehicle that does not conform to the requirements of the rules and regulations of an event. In the event of an infraction, it is the duty of the Event Director to take appropriate action as provided for in these rules and regulations. The Technical Manager shall ensure that all Driver Safety Equipment is in conformance with the rules and regulations. The Technical Manager shall have the final decision on the interpretation on any rule or regulation.

13.9 Registrars

The Registrars are responsible for implementing the proper registration procedures for each event, as set forth by the TER-TECH. The Registrars shall process entries as quickly as possible. They will also function as "Information Central" where participants as well as spectators will be able to obtain information. Additionally, the Event Director may add or subtract duties as needed to best adapt to changing conditions.

13.10 Starter

The starter shall operate directly under the supervision of the Event Director and must be in direct communications with the Event Director at all times. All competing drivers shall be under the orders of the Starter from the time the cars are placed in their starting positions until the competition is completed and all competing cars have left the course.



13.11 Emergency Response Personnel

The term “Emergency Response Team” is used generically in certain sections of this publication, within context, to indicate any personnel or team of personnel found in this section.

13.12 On-Course Officials (Flaggers)

On-Course Officials are responsible for displaying the appropriate flags throughout the event to keep all the drivers and officials informed regarding conditions of the track. On-Course Officials shall man the assigned flag stations. They should attend the mandatory On-Course Official’s meeting(s) at each event. Note: All On-Course officials that are new to TER-TECH must identify themselves to the TER-TECH before or during the morning meeting. All On-Course Officials should be properly trained before being stationed in an unsupervised position.

13.13 Announcer

The Announcer(s) is required to use the public address system to disseminate information to the participants and spectators whenever required, and as requested by various Officials throughout the event. Announcements may include calling groups of drivers to meetings, as well as planned periodic announcements giving information about the sponsors of the event. An Announcer may also describe the events that are taking place on the track for the benefit of the spectators and crewmembers. Neither this section, nor any part of this section should be used to limit the scope of the type, kind, or wording of the announcements, nor used to limit the frequency (Ref: timing not Hz) with which they are broadcast.

14. ON COURSE COMMUNICATION

14.0 FLAGS, SIGNALS, AND COMMUNICATION

14.1 Purpose and Methods

On-Course “flaggers” are stationed around the course in several locations to provide communication to drivers and officials when necessary. On-Course “Flaggers” provide crucial information to the drivers while on course. However, this section shall address the methods of communication that are most commonly used in drifting to provide information to the drivers while they are on course, and in the pit lane. Cloth flags are generally used, but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag. Failure to instantly evaluate any given signal or react to it properly and with good judgment may result in possible accidents.

14.2 Flag Descriptions and Meanings

14.3 Green Flag

Categories: Advisory; Global.

Description: Solid green, waving or motionless, and usually only displayed at or near the starting line, as designated by the markings at the facility. The “green” flag is to advise that the session



has begun and the track is “hot”. This flag pertains to the condition of the entire course at the time that it is being displayed.

14.4 Yellow Flag

Categories: Command; Advisory; Local.

Description: A solid yellow flag, displayed at any flag station(s) found anywhere around the course is used locally, to advise drivers that a hazard is close; and is usually displayed at one or more of the flag stations just before reaching a Waving Yellow. Drivers shall slow their vehicles in preparation for any evasive maneuvers that may be necessary to avoid a potential hazard and to protect Safety and/or Tow Personnel it should remain displayed for as long a necessary.

14.6 Red Flag All

Categories: Command; Global.

Description: A solid red flag will be displayed all manned flag stations around the course. This means that the session has been stopped, drivers should stop their vehicles. This flag is a strict command, displayed to all drivers, ordering them to proceed to the pit lane at a reduced speed. Drivers must be aware that they may encounter hazards somewhere on the course. The local Yellow Flags shall still be in effect where hazards exist. Drivers may return to the paddock or they may choose to remain in the pit lane for further instructions. Whenever a session has been halted there is always a chance that it may be restarted.

14.5 Black Flag - Furled

Categories: Advisory; Personal.

Description: Solid black and “furled,” which means “rolled up” and pointed, or shaken, at an intended driver. It may be displayed at any location around the course, and is sometimes accompanied by a sign indicating the car number of the intended driver.

Uses: This is flag is advisory only. It is displayed to a particular driver as a warning from the Officials. This is done when the Officials have determined that a driver is driving in a dangerous manner or that there is a mechanical problem with the vehicle that may be a hazard to others on the course. The competitor(s) must meet officials in pit lane for consultation and/or penalty. The competitor(s) is to comply on the next approach to pit entry. Be prepared to stop on the circuit only if so directed.

14.6 Radios

All TER-TECH teams are required to monitor the race operations radio frequency for information regarding track conditions, schedule adjustments, restarts and other information from the Event Director. It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official TER-TECH frequency or



channel. TER-TECH is not responsible for any costs incurred by a team or participant as a result of this requirement.

14.7 Tow, Safety, and Fire Trucks

When safety trucks and tow trucks are on track, all other vehicles must be stopped or exit the track in a safe and slow manner until the track is cleared and ready for competition.

14.8 Passengers

TER-TECH officials must approve all passenger “ride-a-longs”. Supplemental documentation (Insurance Waivers, etc) may be required to be completed at the discretion of the Event Director. Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed toed shoes.

14.9 Rough Driving

Any driver, deemed by TER-TECH, displaying rough or unsportsmanlike driving may be penalized. TER-TECH shall determine the course of action. If a driver is determined, by TER-TECH, to be at fault in a collision that sent the other car significantly off the track, he/she may be disqualified from the competition. TER-TECH has the right to waive or modify this penalty should the situation warrant.