

SWD Gymkhana Rules

Championship points shall be given to drivers finishing in the top six (6) places in their respective classes. The points shall be distributed as follows:

1 st Place	10 Points
2 nd Place	8 Points
3 rd Place	6 Points
4 th Place	4 Points
5 th Place	2 Points
6 th Place	1 Point

Classes

Stock (S)	Street Touring (ST)	Street Modified (SM)	Ultra Modified (UM)
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Stock

Capable of being licensed for normal road use in the United States. Alternate parts listed in a factory parts manual are not authorized

Allowed Modifications see Below "If it doesn't say you can have it , you can't."

No Modifications to suspension or Engine Allowed.

You can put an upgraded muffler and install a performance air filter, No CAI's (cold air Intakes) , must run a Catalytic. No Piggyback Air / Fuel Controllers , No Boost Controllers {See Definition }
No Flashed or Standalone Ecu's allowed. Modification or Upgrades to Carburetors, No Adjustable Fuel pressure regulators. Aftermarket ignition systems are NOT allowed.

Street Touring

Purpose - Street Touring category of vehicle modifications is meant to fit between Stock and Street Modified categories. Allows for limited modification of suspension and performance modifications that is otherwise legal on road going cars.

No Engine swaps

Must Run a Full Interior,

Cold air intakes OK,

upgraded CBV's & BOV's OK, (compressor bypass valves, Blow Off Valves)

boost controllers ok,

Upgraded turbos are allowed provided they are stock appearing.

No Aftermarket Sheet Metal Intakes [= NO Modified or aftermarket intake manifolds of any design or material.

No Forced Induction Kits on otherwise Naturally aspirated vehicles.

Air Fuel Controllers OK, Piggy Backs and ECU Flashes OK.

No Standalone Engine management allowed.

Must run a Catalytic Converter (aftermarket OK) Exhaust is otherwise Unlimited but must exit behind the Driver.

No Aftermarket Aero kits, wide body kits or Splitters/diffusers allowed.

Suspension must use OEM attachment points and Only Single Adjustable and two-way Adjustable Dampers are allowed.

Sway Bars and STB's (strut tower Bars) Allowed.

No Triangulation of mounting points allowed unless it came that way OEM. Roll Cages are allowed. Cars found in violation these rules will be relegated to Street Modified Class.

Note: "Super Cars" such as the Nissan GTR, Carrera GT, Ferrari F40, Lamborghini Gallardo, etc etc are precluded from competing in Stock and Street Touring Class and will be relegated to compete in Street Modified class

Street Modified

Purpose: for auto enthusiasts using street able sport sedans equipped with drive train and suspension modifications that are beyond those allowed in the Street Touring Class

All Street Touring Modifications are Allowed

Interior may be removed from the passenger area behind the driver.

Race Seats OK,

Dash must remain intact with door panels, An absence of oem door panels will require the interior door surface be covered and a Roll Cage with Door bars installed.

Engine swaps OK Provided the engine was offered for the same Chassis / Model (USDM - JDM/ UR) No Inter Species Swaps.

Cams/Sheet Metal intake manifolds/ Boost controllers/ Air Fuel Controllers,

Stand Alone Engine Manangement,intercoolers, water/ meth injection OK.

Exhaust is unlimited and must exit behind the front axle. (105 DB limit)

Aftermarket Turbo Chargers / Super Chargers OK,

NO NITROUS OXIDE or PROPANE INJECTION Allowed.

Aftermarket Aero Kits/ Wide Body Kits / Splitters/ Diffusers and Wings OK.

Splitters cannot Protrude more than 3" forward and wings cannot protrude more than 6" past the width of the body. Carbon Fiber or lightweight Hoods, panels, hatches, bumpers OK

FULL Carbon Fiber or lightweight Bodied Vehicles Prohibited.

A Fire suit/ Fire Extinguisher and/or system, Neck Brace and/or Hans Restraint Device is recommended for Street Modified.

Roll Cages are allowed but may not pass through the firewall to front Frame Rails. 4 way and 3 way Adjustable Dampers Permitted/ In- cockpit adjustability allowed, Triangulation of strut tower braces is allowed.

Ultra Modified

All Street Modified class modifications are allowed.

Unregistered Vehicles OK/

Engine swaps of any configuration allowed

Cars with Driveline conversions allowed

Full Carbon Fiber, lightweight Body Vehicles allowed

Aero packages Splitters and Wings are unlimited.

Suspension is Unlimited. However Original manufacturer pick-up points must be used. Suspension designs or types may not be changed. Petition may be filed to the Director of Drifting for exceptions to this rule.

Roll Cage Required / Must have Fire suit/ Fire Extinguisher and/or system and Hans Restraint Device.

Roll Cages may pass through the firewall to mount to front frame rails.

General Rules for All Classes.

.. No Front or Back halved Chassis or Tube Chassis Allowed

NO Lexan and NO Cracked Windshields / (Lexan is allowed in UM class) .

A Snell Foundation approved helmet with a rating of SA00 or better is required. Equipment equivalently rated by other organizations will be permitted.

i. A roll cage, if present or required must have at least 6 attachment points to the vehicle. It must be equipped with door bars, at least on the driver's side in the absence of door panels in Street Modified Class.

ii. Bolt-in cages are permitted

iii. Any portion of the roll cage which could come in contact with the driver's helmet must be covered with energy absorbing material (high density) of a minimum thickness of 1/2 inch.

3 Point Factory Seat Belts OK in Street Touring and Street Modified. If using a 5 point Harness with a fixed back Race Seat will require the attachment point off the back of the shoulders to be no more than a 25 deg angle

Here are Regulations that Coincide with our existing Rulebook that should be noted by all Competitors

<http://www.streetwisedrift.com/EventRules.aspx>

Vehicle Construction and Preparation, Marking, and other Guidelines

This Supplement is presented to explain the various vehicle construction, preparation, marking, and other requirements for the various types of events that Street Wise shall hold. All of these requirements may be considered final, except where superseded, overruled, or made invalid by the supplementary regulations issued for the series or event in particular. Any and all queries or protests must be filed formally with the Director in advance of attending an event. It is recommended that you have your vehicle inspected by an official Street Wise scrutinizer well in advance of attending an event so as to minimize the possibility that your vehicle will be ruled ineligible for participation at an event due to improper construction, marking, or otherwise. Street Wise is in no way responsible for the preparation of your vehicle with the exception of providing the required marking and identification materials.

1. Vehicular construction standards for Gymkhana/ Time Attack / Drifting

The following section describes the vehicular construction standards and allowances for vehicles entered in SWD competitions.

Definitions:

Boost Controller = {any device, manual spring and ball , a bleeder, an intentionally removed or severed control line or Electronically controlled solenoid that allows the competitor to increase or decrease boost level is Not Allowed in Stock Class. Factory Boost Control systems must be in place and in working order in restricted classes.

Modification = any Alteration, being Altered, changed, replaced or added. the act of making something different.

Aftermarket = the addition of non-factory parts, accessories and upgrades to a motor vehicle. Anything produced and sold for a vehicle beyond that of its original equipment specifications.

I. Eligible vehicles

a) All vehicles from all manufacturers are eligible provided they meet homologation requirements.

Homologation = An item is said to be "homologated" provided that more than 5,000 units were produced in any given year, and that all of these units were available by sale to the general public. Entrants wishing to use items that require homologation which do not meet the production requirements must submit a

petition to the Director in order to be permitted to use such items

b) For Drift Activities Vehicles must be 100% two-wheel drive (front or rear) in the configuration presented for scrutineering. Vehicles originally sold as four-wheel drive must show sufficiently that two of four drive wheels (on an axle) have been disabled.

c) Vehicles must maintain the original unit-body or body-on-frame design as intended by the manufacturer. Tube-frame vehicles are not allowed unless it can be shown that they meet homologation requirements.

II. Required safety equipment

a) Helmets

i. A Snell Foundation approved helmet with a rating of SA00 or better is required. Equipment equivalently rated by other organizations will be permitted.

ii. The back of driver helmets should be labeled neatly with the following: Name, DOB, blood type, other pertinent medical information (diabetic, allergic, etc.)

Rollover/Collision Protection for UM Class cars and any cars equipped with a Roll Bar/Cage

i. For rounds involving higher speed road courses "Time Attack", or Tandem Drift Activity a roll cage must be present in UM Class which has at least 6 attachment points to the vehicle. It must be equipped with door bars, at least on the driver's side. Please contact Street Wise for specific information and diagrams and info.

ii. Bolt-in cages are permitted

iii. Any portion of the roll cage which could come in contact with the driver's helmet must be covered with energy absorbing material (high density) of a minimum thickness of 1/2 inch.

iv. Roll cages of any type are not permitted to pass through the firewall in one piece.

e) Fire Extinguishers

i. All vehicles in UM Class are recommended to have at least one dry chemical or Halon fire extinguisher, of at least 10 B:C UL rating.

ii. The extinguisher shall be securely mounted in an accessible portion of the cockpit. All brackets shall be constructed of metal and must be quick-release types.

III. Interior

b) The full dashboard must be present as installed by manufacturer, except where trimmed or modified to allow for proper installation of safety equipment (roll cage forward pillars or other)

IV. Engine

a) Any engine from any manufacturer may be installed in UM Class so long as it does not require excessive fabrication, modification of firewall or radiator core support, or modification of strut towers or wheel arches to allow for fitment.

b) Engines must mount in the original location of manufacture. Vehicles may not be converted from front

engine to mid or rear engine or vice versa.

V. Suspension

a) Original manufacturer pick-up points must be used. Suspension designs or types may not be changed. Petition may be filed to the Director of Drifting for exceptions to this rule.

b) When altering a vehicles' drive train configuration (for example, from FF to FR), if suspension types must be altered, care must be taken to maintain as close to original pickup points of the factory suspension as possible. This allowance is at the sole discretion of the race director (or by petition to the Director of Drifting).

VI. Transmission/Drivetrain

a) Only gearboxes meeting homologation requirements may be used provided they were available in combination with the engine being used. In essence, engine and gearbox must be swapped as a unit.

b) Substitution of dog-cut gears is not permitted. All gearboxes must have a synchromesh unless not originally equipped by the manufacturer. All gears must meet homologation requirements.

c) Clutches of any design may be used provided they are not of significantly different overall diameter.

VII. Brakes

Brakes are unrestricted.

VIII. Wheels/Tires

a) Wheels are unrestricted in all classes

b) Tires must be DOT-approved. DOT "R" compound tires are allowed . "Street Tire" indexed classes. Only tires with an effective UTQQ tread wear rating of 140 or higher are permitted in "Street Tire" indexed classes.

IX. Body/Frame

a) Atermarket body panels are allowed provided they do not increase the overall width of the vehicle more than 50 mm per side

b) Aftermarket body panels made of materials other than fiberglass or original manufacturer material (steel, aluminum, etc) are allowed so long as they are not being used extensively for weight reduction in SM class. This allowance is at the sole discretion of the race director (or by petition to the Director).

c) Portions of the frame and unibody may be clearanced in order to allow for more steering angle, to allow for fitment of wider wheels and tires, for allowing hoses or piping to pass through that carry air, water, fuel, or etc. Excessive modification to any portion of the frame or unibody is not allowed. If a modification to the frame or unibody is in question, it behooves the entrant to consult with a Street Wise scrutineer prior to the event.

1) Completely missing any gate (off course) will result in a DNF (O/C), although a time may be given. One on-course run is required to win a trophy or earn points.

3) All competitors are expected to show up on time for an event. Anyone arriving after the close of registration, if allowed to enter, will be assessed a \$20 late fee and all missed runs will be forfeited. Acceptance of late entries will be at the discretion of the event chair.

3) Any course layout may be pre-run by the Event Chair and/or designee to judge the safety and quality of the course.

4) A safe controlled exit must be made at the completion of each run. Failure to exit safely may result in an off-course run or a disqualification.

5) All protests must be submitted to a protest committee consisting of three impartial club officers. If a protest is upheld, disqualification may result. Random impounds may be conducted at the sole discretion of club officers.

6) SUV's are not permitted to enter our events. Pickup trucks are generally not permitted but may be allowed if, in the judgment of the technical committee and event chair, they do not present an undue hazard..