

MB DRIFT

2021 GRASSROOTS DRIFT SERIES RULEBOOK

MB Drift is proud to have a history of taking drivers who are at the beginning stages of drifting and building them up to graduate from our series and be competitive in Pro-Am and higher competitions. This is what we see as a true grassroots series. Having drivers who are already competitive in these higher levels of drifting come to the MB Drift Grassroots Series to compete against entry level drivers does not always lead to them learning, and many times results in the opposite. We want these higher-level drivers to come back and share their experience with entry level drivers in a manner that is constructive to drivers and the community. That is why we have laid out the following driver competition eligibility regulations.

Driver Competition Eligibility:

Partially adapted from Formula D Pro2 and Pro1 rules

If you have a current Pro2 (ProSpec) license or Pro1 license, you are ineligible to compete in our Grassroots Series.

- If your Pro2 license has expired and you want to compete in our series, you must submit a petition/application to MB Drift Series. We review these on a case-by-case basis.

If you have won the Myrtle Beach Drift Series in the last 2 years, you are ineligible to compete, HOWEVER...

If you have won MB Drift Series in the past or have a current/expired Pro2 (ProSpec) license, or current/expired Pro1 license you are eligible for a discounted driver entry for any MB Drift events. You may also be invited to participate as a guest judge.

- If you are a guest judge for the competition, you get to drive for free for the day.
- We want you to come out and shred, and help others to shred like you!
- We may request your assistance with providing feedback to newer drivers.

Additionally – we support sportsmanlike conduct. If you cannot stay composed when discussing rules, regulations, contesting a judging call, or if drive with the intent to crash into another car/person – you may be asked to pack up and go home or be banned from MB Drift events. If you threaten or cause physical violence, you will be banned from all MB Drift events. **Keep Drifting Fun - we don't want drama.**

THE BASICS OF VEHICLE REGULATIONS

We have no restrictions on what vehicles can come drift, as long as they're safe. Everything should be secured inside, outside, engine bay, etc. If you've got junk kicking around inside of your car, take it out before you head on track.

Wheels & Tires: competition limits to 225 width cap for rear tires, no width cap for fronts, and minimum treadwear rating of 140tw (same as FD). No beadlocks, gluing tires, traction modifiers/chemical compound tire additives, etc. Between lead and chase runs in competition, you cannot change tires or tire pressure. During practice and fun runs, you can run whatever tires you want. If you get down to cords – stop drifting and change your tires. These get picked up by other vehicles using the track, and can cause physical injury.

Chassis: Cages are not explicitly required (subject to track and insurance regulations per event), but are recommended (especially if you drift an older vehicle). Bash bars should be made from round tubing, and generally conform to the shape of the body. Tubing cannot extend directly outwards from the vehicle – this can cause serious injury and damage. You may be requested to cut things off, weld on caps, etc if it is deemed unsafe. Modifications to the chassis must be fully welded and sealed (ie: firewall or trans tunnel modifications), if it looks sketchy it probably is – all chassis modifications should be done in a safe manner – if our tech inspectors say it's not safe, then it's not safe! No arguing! Fix it.

Suspension and Brakes: Brake pedal should be FIRM. If it's spongy, you've got a problem. You MUST have all lug nuts/studs present on your vehicle. This is an immediate FAIL on tech inspection. Steering and suspension should be free of play. If it's loose, you might get a warning or FAIL on your tech inspection. If you're retrofitting parts from another chassis to yours (S14 suspension on Camaro, etc) and want to make sure it's going to be acceptable - please contact us at mbdrift3@gmail.com. 99% of the time these kinds of modifications are acceptable for our events, but please check with us before getting to the track.

Drivetrain: Engine swaps are rad. Make sure that you have a coolant overflow, and everything is mounted properly. Coolant should be water or water with "water wetter", not anti-freeze. If your car is drive by cable – the throttle body and throttle cable must be working properly and not sticking.

Electrical: Your battery must be strapped down and secure. A ratchet strap or rubber battery strap will work in a pinch, but next time you must have something solid. NO ZIP TIES OR BUNGEE CORDS. Your positive battery terminal must be covered – tape is a temporary solution. Long term you should have terminal cover, battery cover, or battery box lid. You need to have at least one working brake light, and if there is night drifting – you need to have some type of functional headlight and taillight to be on track.

Fuel System: Make sure it doesn't leak and that your fuel lines are secure/out of the way and routed external of the driver compartment. Fuel cells must have a firewall between the driver compartment and fuel cell mounting. Fuel cells must have a proper vent/overflow, and it be vented either to the exterior of the vehicle, or behind the firewall.

Body: Doors must retain the factory crash bar if you do not have a cage/door bars. Also, cars look better with body panels. If you want rad pictures or video of your car, it needs to look good, or you need to look good driving it. The latter is easier if it has body panels 😊 If a body panel becomes unlatched during a competition battle, it is at the judges discretion to determine if it is a deduction or zero – so make sure they are secure.

If there are any questions regarding the driver and vehicle regulations, please send us an email at mbdrift3@gmail.com.