SPEED

Standing Regulations for Drifting

Drifting is an activity designed to be undertaken at relatively low speed through a series of corners wherein the object of the exercise is to produce as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction and speed of the vehicle around a pre-determined course.

PREFACE

The discipline of drifting will be governed by the Confederation of Australian Motor Sport's National Competition Rules (NCR), the General Regulations of CAMS, and the Standing Regulations for Drifting. Additionally each activity will be subject to Supplementary Regulations and Further Regulations. Supplementary Regulations may not contravene the requirements of the Standing Regulations for Drifting unless specific approval has been granted by CAMS National Administration. Whilst most of the necessary regulations are already included in the Manual of Motor Sport as produced by the Confederation of Australian Motor Sport Ltd (CAMS), this "stand-alone document" has been produced as an introductory aid to all those who would like to be involved in drifting competition but are not yet familiar with the manual.

The intention is to maintain a standard and balanced set of requirements that are easily attained and can be used to govern the discipline of drifting Australia-wide. As CAMS is a community organisation and governed by its membership, these documents were circulated to people involved with the sport of drifting and in consultation with them these requirements were formed.

There are two sections containing information on drifting:

1. **General Regulations for Drifting Competition**
   Containing general information on definition, operation and judging of drifting competitions.
2. **General Requirements for Automobiles and Apparel**
   Contains information relating to vehicle and equipment standards.

1. AUTHORITY

Drifting competitions shall be held under the International Sporting Code of the FIA and the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS). The General Regulations for Drifting shall apply to drifting events in conjunction with the General Requirements for Automobiles and Apparel, Supplementary Regulations and any Further Regulations issued by the organisers.

2. DEFINITIONS

2.1 **Drifting:** an activity designed to be undertaken by driving a car through a series of corners with the object of producing as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction of the vehicle in a fluid-type motion.

2.2 **Drift Battle:** A competition where two cars battle against one another and are judged according to the judging criteria for drift battles. Each battle consists of two passes through the judged area, with each car taking a turn to lead.

2.3 **Judging:** A judge or panel of judges will establish the order of merit of Competitors as they traverse the judged area. Assessment will be made according to car control competence based on the judging criteria. Judges will be appointed as "Judges of Fact" in accordance with NCR 181.

2.4 **Judged Area:** the portion of the course where judging will take place. Activities occurring outside the judged area will not be taken into account by the judges. Activities occurring outside the judged area may be taken into account by the Stewards and Clerk of the Course as appropriate.

2.5 **Yaw Angle:** is the degree of maintained angle at which the vehicle moves along a set line or course relative to the vehicle's direction of travel.

2.6 **Team Drifting:** A competition between teams of drivers, with three to four Competitors in each team. Each team passes through the judged area individually (ie, one team at a time) and is assessed by the judge or judges against a number of criteria which may include speed, line, angle, emulation and proximity. Teams compete for the highest point score. There are no elimination battles between teams. There is no competition between team members.

3. THE COMPETITION

3.1 The object of the competition is to drive the vehicle so as to reach and maintain the highest possible yaw angle without losing control of the vehicle in a forward direction and to achieve that yaw angle according to the criteria set down for judging.

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4. PROGRAM

4.1 Practice: Practice sessions will be scheduled by the organisers. Practice runs will not be judged, and thus mistakes or good performances by Competitors will not count towards their order of merit. Practice, is strictly an opportunity for Competitors to familiarise themselves with the layout of the course and to appropriately tune their cars and test their driving ability. The area established for practice must always include the entire judged area, and may also include additional areas.

4.2 Qualifying: Organisers may rank Competitors into any qualifying order. This may for instance be determined by subjective assessment, performance in previous competitions or current championship standings.

Qualifying order may also be determined by a judged a qualifying session/s or run/s. Practice and qualifying sessions may be combined, in which case judges will be advised by the start line personnel if a Competitor is about to commence a qualifying (as opposed to a practice run).

A qualifying run is an opportunity for Competitors to demonstrate their abilities within the criteria laid down for judging. Judges will view qualifying and rank Competitors according to the criteria as set down. The amount of qualifying time and the number of qualifying runs given to each Competitor will be determined by the organisers of each event.

The process for determining qualifying order will be defined in the Supplementary or Further Regulations for the event. Organisers have the right to use qualifying as a method of determining which Competitors will progress to drift battles. The number of Competitors that will be allowed to compete in drift battles (for example whether the competition will start with a round of 32, a round of 16, a round of eight, etc) will be defined in the Supplementary or Further Regulations for the event.

4.3 Drift battle: A judged two-car run as per the definition in 2.3 above. Each Competitor will take a turn in leading in the drift battle and at the conclusion of the first run, the vehicles will swap positions only in the designated changeover area. Overtaking between pairs is not permitted unless the driver of the lead car has slowed significantly or the passing manoeuvre takes place while both cars are demonstrating a significant yaw angle.

4.4 Changeover areas: The location of the changeover area must be communicated to Competitors prior to drift battle commencing. The changeover area is to be a minimum of 35m in length and must be visually marked by, for example, cones on the side of the track at the start and finish of the changeover area.

5. VEHICLE IDENTIFICATION

Vehicles in competition must have a number as advised by the organiser which is clearly visible from a distance, located on front and/or side of the vehicle.

6. CLASSES

The organisers may allocate classes within a particular event to delineate groups appropriate of Competitors. Competitors will be advised if any classes apply to an event in the Supplementary Regulations.

7. SUPPLEMENTARY REGULATIONS

Supplementary Regulations and Entry Form must be made available to all Competitors before the event, according to NCR 67 and any other relevant CAMS regulations.

8. ENTRIES

Drivers in drift events must hold a current CAMS Level 2NS licence or higher. Entries shall be accepted in accordance with NCR 85.

9. DRIVERS

9.1 Directions and requests by officials must be obeyed. All drivers are required to behave in a safe and responsible manner at all times.

9.2 A speed limit of 10 km/h shall apply in the pit and paddock area. Failure by any driver to respect this limit may lead to exclusion from the competition. The imposition of this penalty shall be at the discretion of the Clerk of the Course.

9.3 All drivers must have a minimum of a CAMS licence (see Article 8).

9.4 All drivers must attend all notified drivers briefings and site induction at each event. Failure to attend compulsory drivers' briefings/site induction may result in exclusion from the event or other disciplinary action being taken.

10. BRIEFINGS

All drivers and officials must be briefed prior to any practice or competition:

10.1 In addition to appropriate OH&S matters, a drivers' briefing will include information which the organisers believe is necessary to explain or reinforce to drivers. Drivers' briefings must include information on the physical layout of the course, including the judged area and the changeover area and precise details in regard to the way in which the event will be conducted. The briefing may also include any other information the Clerk of the Course feels necessary to explain.

10.2 In addition to appropriate OH&S matters, Officials must also be briefed as to their specific roles. This may be done on a "one-on-one" basis or in a group briefing. All officials must sign the appropriate disclaimer.

11. EVENT LAYOUT

11.1 Drifting shall be conducted on a sealed surface within the confines of either a Race Circuit holding a current and valid Category A or B CAMS Track Licence or a venue specifically licensed for the activity by CAMS.

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11.2 Certain parts of the layout will be designated "no drift zones". In addition to the change over area, these areas may include entry/exit areas and other areas at the discretion of the organisers.

12. DRIVER BEHAVIOUR

12.1 It is the driver's responsibility to understand the course and the judging criteria.

12.2 Placing the wheels of the car outside the competition surface will not be tolerated and may incur penalty.

12.3 Burnouts are prohibited, save for designated areas as defined by the Clerk of the Course. The Clerk of the Course is the judge of fact for determining whether a burnout has been conducted.

12.4 The layout of the track is not subject to restriction based on weather conditions – it may be wet or dry depending on requirements for the event and environmental conditions.

12.5 Competitors demonstrating behaviour that, in the eyes of the Clerk of the Course, provides them with an undue competitive advantage will be deemed as *"unsporting conduct"* and may result in a driver being penalised or disqualified from the competition.

13. METHOD OF SCORING

13.1 For each event a judge or panel of judges will be appointed by the organiser. If there is more than one judge, the organisers will nominate one judge as the head judge. The head judge will use this position only to adjudicate on tied scores.

13.2 Scores shall be based upon the qualitative assessment of judges.

13.3 Given the subjective nature of the judging, the judge's decision shall be final, and no protest may be made to the Stewards regarding the decision of the judges of an event.

13.4 Scoring will take place according to criteria set by the organisers. Such criteria will be made available to Competitors prior to an event commencing.

13.5 Drivers are not permitted to extend any part of their person outside the body work of the vehicle. This includes actions such as hands/arms out windows, or opening of doors whilst the vehicle is in motion. The Clerk of the Course will adjudicate on dangerous or unacceptable conduct. The Clerk of the Course may exclude offenders from the event or impose some other penalty at their discretion. The judges are the only persons who may advise Competitors on interpretations on the judging criteria.

14. JUDGING CRITERIA

14.1 Judging criteria will differ between qualifying and drift battle. For all drift events, the criteria for judging will include the following:

14.2 Judging criteria - qualifying

During qualifying judges will assess drivers against at least three criteria – speed, line and angle.

14.2.1 Speed

The speed that the Competitor's vehicle maintains:

- entering a corner
- through a corner
- through the entire judged area.
- Maximum points will be awarded to the Competitor whose vehicle maintains a consistent high-speed yaw angle (relative to the radius of the corner).

14.2.2 Line

How closely a Competitor's vehicle is able to follow what would be a traditional racing line in grip racing. Maximum points will be awarded to Competitors who "clip the apex" of each corner, following a traditional racing line through the entry and exit of turns. Points will be deducted from Competitors who fail to keep within the track edges while drifting.

14.2.3 Yaw angle

The angle of rotation of the vehicle relative to its direction of travel, as well as the Competitor's ability to sustain this angle for as long as possible. Particular emphasis is placed on the Competitor's ability to:

- yaw entry angle into a corner
- link corners using a consistent series of drifting motions
- generate angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner
- maintain a wide angle of drift for long periods
- control vehicle when maximum amount of opposite lock is used.

14.2.4 Judging criteria - drift battles

During drift battles judges may assess drivers against speed, line, angle proximity and emulation. Consideration will also be given during drift battles to factors such as overtaking, spins, collisions, accident avoidance and unsporting behaviour.

14.2.5 Proximity

Additional points may be awarded to Competitors who, when chasing the lead car, are able to attain and maintain close proximity to the lead car.

14.2.6 Emulation

Additional points may be awarded to Competitors who, when chasing the lead car, are able to emulate the speed, line and angle of the lead car. Higher points will be awarded, however, if the driver of the lead car

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demonstrates superior speed, line and angle.

14.2.7 Overtaking

The chase car may only overtake the lead car under drift conditions, ie, where the chase car is able to demonstrate superior speed, line and angle, or when the lead car spins and the chase car is forced to overtake to avoid collision. In such circumstances the car that has been overtaken may penalised for that run. If the car that has been overtaken subsequently regains its position with another legitimate overtaking manoeuvre, the points penalty will be negated.

14.2.8 Overtaking under with vehicle non-drift conditions will be penalised.

14.2.9 Spin during battle

If the lead car spins during a tandem battle run and the chase car fails to overtake, the lead car may score low points for that run. If a spin by the lead car forces the chase car to spin or take evasive action to avoid a collision the lead car may be penalised for that run. If the chase car spins during a battle then it may be penalised for the run.

14.2.10 Accident avoidance

If the driver of the lead car makes a mistake which causes the driver of the following car to take avoiding action or abandon the drift, points are deducted from the lead car. If the following car is using a cornering line, which will achieve a higher assessment (is closer to the inside of the corner) while achieving the same yaw angle as the lead car, and is forced to abandon its drift because of imminent collision with lead car, points may be penalised from lead car.

14.2.11 Collisions

Judges may deduct points from the driver who is in their opinion responsible for a collision. Incidents which result in collisions, either between cars or between cars and barriers may be referred to the Clerk of the Course.

14.2.12 Unsporting behaviour

Competitors demonstrating behaviour that, in the eyes of the judges, provides them with an undue competitive advantage may be penalised. This applies whether the advantage is as a result of deliberate actions on the part of the Competitor, or simply an incident or circumstances that might unjustly influence the results of competition.

14.2.13 The judge's decision will be final and no protest or appeal will be permitted.

15. PENALTIES

15.1 Actions contrary to the Regulations, any Supplementary or Further Regulations, the directions of officials or any other inappropriate behaviour outside of applicable general CAMS procedures may result in penalties being applied in accordance with NCR.

15.2 The penalty of exclusion from the event may be imposed upon Competitors. Other, lesser, penalties may be imposed such as loss of a qualifying run, percentage of point loss for day, loss of a practice run or reprimand, at the discretion of the Stewards, or where applicable, the Clerk of the Course.

16. DUTIES OF OFFICIALS

16.1 Stewards

16.1.1 Stewards will have duties and powers as set down in NCR 168.

16.1.2 Stewards must be appointed by CAMS to all drifting competitions.

16.1.3 Stewards will have no responsibility for the judging of the event.

16.2 Clerk of the Course

16.2.1 Clerks of the Course will have duties and responsibilities as set down in NCR 172.

16.3 Scrutineers

16.3.1 Scrutineers will have duties and responsibilities as set down in NCR 177. The Chief Scrutineer of each event may refer any car to the Stewards which in his opinion is unsuitable for the competition or otherwise in breach of these rules.

16.4 Observers and flag marshals

16.4.1 Observers and Flag Marshals will have duties and responsibilities as set down in NCR 180.

17. PASSENGERS

Passengers will not be allowed in vehicles except under the following circumstances:

17.1 if the vehicle is fitted with a CAMS-compliant roll over protection structure, and

17.2 if there is no competition component of the activity, and

17.3 the Clerk of the Course must give express permission for passengers in vehicles, taking into account the experience of the driver and other factors subject to their discretion.

18. SAFETY EQUIPMENT

18.1 Fire extinguishers shall be present at the start finish area and at observers/flag marshals' points around the circuit.

18.2 A medical plan must be submitted by the organisers, appropriate for the level of event being run (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

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19. FLAGS

Flag signals will be used around the circuit to warn the driver of certain conditions. The flags that may be used are:

Green Flag	This will be used to start the event.
Yellow Flag	This will be used to warn of a problem ahead. Driver must SLOW DOWN and be ready to stop at start / finish line for further instruction. Drivers must not continue drifting.
Red Flag	This indicates a severe problem ahead and the driver must prepare to stop immediately. The event has been stopped.
Chequered Flag	The event is finished and you are to leave the track.

These definitions may be varied by the Clerk of the Course for each event. If so this will be advised in writing at the drivers briefing.

20. SPECTATORS

The Clerk of the Course must ensure all spectators remain in designated areas behind established first lines of protection as per CAMS and circuit operation requirements.

21. PROTESTS

Protests will only be accepted by the Stewards for reasons of vehicle eligibility or application of these Regulations.

22. GENERAL REQUIREMENTS OF AUTOMOBILES IN DRIFTING COMPETITIONS

Eligible Vehicles

Drifting events are generally restricted to series production automobiles with at least two seats. The nature of the event generally renders front-wheel drive and all-wheel drive vehicles unsuitable.

Imported vehicles, including left-hand drive, are acceptable, and vehicles need not be registered.

Fuel: Competitors must only use Commercial Fuel as defined by CAMS in Schedule G (refer "General Requirements for Cars and Drivers"). Competitors are reminded that certain "Commercial Fuels" as defined by CAMS are not legal for road use, and their use may render the Competitor liable to penalties under civil legislation.

General Safety Requirements: All automobiles in drift events must comply with Schedule A of "General Requirements for Cars and Drivers".

All automobiles in drift events must comply with articles 1, 7, 8, 9, 10, 11, 12, 15 & 17 of Schedule B of "General Requirements for Cars and Drivers".

Drivers must wear apparel as would be required under Schedule D for Speed Events (refer "General Requirements for Cars and Drivers").

23. APPAREL

23.1 Headgear:

(a) It is compulsory in all drifting competitions, that drivers wear helmets of a standard, design, construction and fitting approved by CAMS. Helmets not marked as complying with the approved standard may be approved by CAMS under certain conditions.

Helmets bearing any of the following marks are approved for use in drifting competitions:

AS1698	Australian standard
Snell SA95, SA2000 or SA2005	USA standard
SFI Spec 31.1, 31.2, 31.1A, 31.2A	USA standard
SFI Spec 24.1	"junior" Licence holders only
E22 (with 02, 03, 04 or 05 amendments)	European standard
BS 6658-85 Type A and A/FR (incl. amendments)	British standard
FIA 8860 – 2004	FIA Standard

(b) No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed above, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.

Decoration of helmets is potentially dangerous, and members are warned of the hazard of using paint on approved helmets. Paint, stickers and transfers, or surface treatments can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the

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painting or decoration of helmets, these must be followed, using only paint or surface treatment specified by them (eg, air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting.

The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

(c) Drivers are cautioned against using helmets which have been damaged or involved in accidents.

23.2 Clothing: In drifting events clothing for drivers and crew members must cover from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

No driver shall participate in any competition unless wearing suitable and appropriate footwear. Prohibited are, for example, thongs, Roman sandals and high-heeled shoes.

Drivers shall continue to comply with these requirements until such time as they leave their automobiles.

24. FUEL

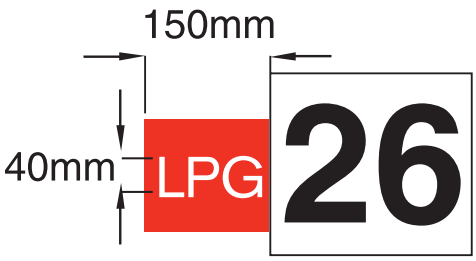
Unless expressly permitted otherwise by CAMS, all fuel used in any drifting competition or practice must comply with the prescriptions listed here. It must be used without any additives other than those permitted in below. The only fuels permitted in drifting competition in accordance with Schedule G (refer "General Requirements for Cars and Drivers") are Commercial Fuels as listed below.

24.1 Commercial fuel:

(a) **Commercial fuel:** A fuel produced by an oil company for sale in the Australian general transport fuel market. Such a fuel must comply fully with the Fuel Standard (Petrol) Determination 2001, including amendments as made under the Federal Government Fuel Quality Standards Act 2000.

Competitors are reminded that certain "Commercial Fuels" as defined by CAMS are not legal for Road Use, and their use may render the Competitor liable to penalties under civil legislation.

(b) **Liquefied petroleum gas:** The fuel must be a commercial LPG being a mixture of Butane and Propane, of a type which is dispensed from a service station pump. Where a vehicle utilises LPG, a sign in the form of the white letters LPG on a red reflective background, as per drawing G-1 must be placed immediately to the left and centralised vertically to all competition numbers.



Drawing G-1

24.2 Additives: An additive is considered to be any substance, other than air, added to the fuel subsequent to its purchase from the producing oil company or recognised distributor. Nothing in the foregoing shall be deemed to prohibit the addition of water, an approved lead replacement additive* or a lubricant provided that such additive does not increase the octane rating, oxygen content or specific heat content of the fuel.

- **List of approved lead replacement additives:**

Valvemaster®, Redline Lead Substitute®, Penrite Valve Shield®, PM 800 Fuel System Conditioner®, Elf Millesim®.

25. ROLL OVER PROTECTION

25.1 All open cars (ie, cars without a supporting structure between the top of the A-pillars and rear window) must be fitted with roll over protection.

25.2 Whilst not mandatory for closed cars, a roll over protection structure (ROPS) approved by CAMS is highly desirable.

25.3 Roll over protection devices, constructed outside the parameters of those of the CAMS ROPS regulations may be incorporated in closed cars; however the Chief Steward must individually acknowledge the fitment and design as being appropriate for the activity.

25.4 For roll over protection systems to be approved by CAMS see Schedule J (refer "General Requirements for Cars and Drivers").

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26. SEAT BELTS / HARNESSES

26.1 Safety belts or harnesses must be worn at all times whilst the vehicle is in motion both on and off the competition surface. Only a standard seat belt is required for drifting but if a harness is fitted to a vehicle it must be of an approved type. The approved seat belt and harness standards are listed below in Table 1.

26.2 Safety harnesses or seat belts must be complete units sourced from a recognised manufacturer. It is not permitted to mix parts of seat belts/harnesses of different types or manufacturers. Safety harnesses or seat belts and must be fitted and worn in accordance with any manufacturer's instructions or limitations.

26.3 Important note: Some safety harnesses and seat belts specified by CAMS may not comply with civil registration requirements. Where the vehicle is to be driven on open public roads, it is the Competitor's responsibility to ensure that the vehicle complies with all relevant State and Territory legislation.

26.4 It should be noted that some belts and harnesses have "use-by dates" that have been set by the manufacturer or certifying body. In order to be considered both safe and legal, these expiry dates MUST be observed.

Table 1

Type	Configuration	Acceptable Standards	Notes
A	6-Strap Harness	FIA 8853/98 [Note 1] FIA 8853 - 1985 SFI 16.1 [Note 2]	**1** "Not valid after XXXX" shown on each strap. Harness not to be used after 31 December of the year stated (XXXX). This five-year life is imposed by the FIA. **2** Harness to be returned to original manufacturer for re-webbing within two years of the date of manufacture shown on SFI label. This requirement imposed by SFI Foundation (Inc).
	5-Strap Harness		
B	4-Strap Harness	FIA 8854/98 [Note 1] FIA 8854 - 1991 SFI 16.1 [Note 2] AS 2596 ECE R16	
C	Lap/Sash Belt	AS 2596 ECE R16 AS E35	Seat belts as fitted to production cars as standard equipment and marked as complying with ADR 4/00 or 4/01 shall be deemed as complying with AS2596.

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