

Modified Article	Date of Application	Date of Publication

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*) or the National Competition Rules (*NCR*), including their Appendices.

Any **HEADING** is for reference only and has no regulatory effect.

DRIFTING IS A *SPEED EVENT* DESIGNED TO BE UNDERTAKEN AT A *CIRCUIT* OR OTHER *MOTORSPORT AUSTRALIA* APPROVED VENUE WITH THE OBJECTIVE OF PRODUCING AS MUCH YAW RATE AS POSSIBLE THROUGH A SERIES OF CORNERS WHILST DEMONSTRATING THE *DRIVER'S* ABILITY TO CONTROL THE DIRECTION AND SPEED OF THE *AUTOMOBILE* AROUND A PRE-DETERMINED *COURSE*.

NOTE: IN RECOGNISING THAT EACH CLUB/*PROMOTER* IS AT VARYING STAGES OF DEVELOPMENT AT THE TIME OF PUBLISHING THESE REGULATIONS, *MOTORSPORT AUSTRALIA* IS OPEN TO REVISED CRITERIA ONCE EACH VENUE AND ACTIVITY IS ASSESSED AND A TARGETED RISK ASSESSMENT CAN BE ESTABLISHED. TRANSITIONAL ARRANGEMENTS CAN BE MADE DIRECTLY WITH EACH CLUB/*PROMOTER* FOR THEIR VENUES AS THEY ARE BROUGHT INTO COMPLIANCE WITH THE NEW REGULATIONS.

AUTHORITY

A *Drifting Event* will be held under the FIA International Sporting Code including Appendices and the National Competition Rules (*NCR*) of *Motorsport Australia*. The Drifting Standing Regulations will apply to each *Drifting Event* in conjunction with the *Motorsport Australia Manual*, *Supplementary Regulations* and any Further *Supplementary Regulations* issued by the *Organiser*.

Motorsport Australia at its discretion may appoint a category manager for a Motorsport Australia National Drift Series.

Supplementary Regulations and *Entry Form* must be made available before the *Event*, according to the *NCR* and any other relevant *Motorsport Australia* regulations.

For *Organising Permit* purposes, *Drifting Events* will be classified under the following 3 disciplines:

Practice/Non-Competitive (*Organising Permit* classification: Non-competition – practice)

Driftkhana (*Organising Permit* classification: Khanacross – sealed)

Drift competition (*Organising Permit* classification: Speed Event)

DEFINITIONS

DRIFT PRACTICE

An *Auto Test Event* whereby the objective is to drive through the *Course* and develop the skills of *Drifting*. Tandem activities are permitted. These *Events* are not timed, judged or scored in any way. They are to provide *Drivers* the opportunity to develop their skill levels in a safe and non-competitive *Event*.

DRIFTKHANA

An *Auto Test Event* consisting of a *Drifting Competition* where 1 *Driver* at a time drives through the *Course* and is timed and judged according to the judging criteria. To be run in conjunction with Khanacross Standing Regulations.

DRIFT BATTLE

A *Speed Event* consisting of a *Drifting Competition* where 2 *Drivers* battle against one another and are judged according to the judging criteria for that drift battle. Each battle consists of 2 passes through the judged area, with each *Driver* taking a turn to lead.

TANDEM

An *Auto Test* or *Speed Event* whereby 2 *Automobiles* attempt to drive together to emulate the style, speed and yaw rate of the lead *Automobile* on each pass.

TEAM DRIFTING

A *Speed Event* consisting of a *Competition* between teams of *Drivers*, with 3 to 4 *Drivers* in each team. Each team passes through the judged area individually (i.e. 1 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.

JUDGING

A judge or panel of judges will establish the order of merit of *Drivers* as they traverse the judged area. Assessment will be made according to *Automobile* control competence based on the judging criteria. Judges will be appointed as "Judges of Fact" in accordance with the *NCR*. A Chief Judge must be nominated by the *Organiser*.

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 Clerk of the Course and Stewards as appropriate.

YAW ANGLE

Is the degree of maintained angle at which the *Automobile* moves along a set line or course relative to the *Automobile's* direction of travel.

Section 1: GENERAL REGULATIONS FOR DRIFT EVENTS

1. DRIFTING TRACK OR VENUE REQUIREMENTS

1.1 TRACK OR VENUE

- (a) *Drifting Speed Events* will be conducted on a sealed surface within the confines of either:
 - (i) a Race *Circuit* holding a current and valid Motorsport Australia Category A or B Track Licence; or
 - (ii) a venue specifically approved for the activity by *Motorsport Australia* and issued with a Motorsport Australia Category C Licence for a *Drifting* venue.
- (b) *Drifting Auto Test Events* will be conducted on a sealed surface approved for *Drifting Speed Events* (see paragraph 1.1(a)) or otherwise as approved by *Motorsport Australia* within an *Organising Permit*. In every case *Courses* will be modified and/or designed to ensure expected speeds are less than 70 km/h.
- (c) An application for a Motorsport Australia Category C Licence for a *Drifting* venue must be submitted and approved by *Motorsport Australia* prior to the issuing and approval of any Motorsport Australia *Organising Permit* for a *Drifting Event* at that venue.
- (d) The *Organiser* is responsible to ensure that the venue is appropriately licenced and approved by *Motorsport Australia*. For Drift Practice, no Track Licence is required.
- (e) Each venue must ensure that specific and controlled areas are in place to ensure Spectator Safety.
- (f) The layout of the *Course* is not subject to restriction based on weather conditions - it may be wet or dry depending on requirements for the *Event* and environmental conditions.

1.2 NO DRIFT ZONE

Certain parts of the *Course* or venue will be designated a "no drift zone". In addition to the changeover area, these areas may include entry/exit areas and other areas at the discretion of the *Organiser*.

2. DRIVER ELIGIBILITY

2.1 DRIFT AUTO TEST EVENTS

Each *Driver* in a Drift Practice event must hold a current Motorsport Australia Speed Licence or higher.

2.2 DRIFT SPEED EVENTS

Each *Driver* in a drift competition event must hold a current Motorsport Australia Speed Licence or higher.

3. EVENT SAFETY REQUIREMENTS

- (a) Fire extinguishers must be present at the *Start* area, finish area and at observers/flag marshals' points around the *Course* or venue.
- (b) A first aid/medical plan must be submitted to *Motorsport Australia* with the *Organising Permit* application by the *Organiser*, appropriate for the level of event being run and in accordance with the General Appendix - Medical Services at Motor Sport Events in the *Motorsport Australia Manual*.
- (c) The Clerk of the Course must ensure all spectators remain in designated areas behind established first lines of protection as per the Motorsport Australia Track Operator's Safety Guide.
- (d) A speed limit of 10 km/h will apply in the pit and paddock area. Failure by any *Driver* to respect this limit may be referred to the Stewards who may apply a penalty up to and including *Disqualification* from the *Competition*. The Clerk of the Course is the Judge of Fact for determining any breach of this regulation.

4. FLAGS

Flag signals will be used around the *Course* to warn the *Driver* of certain conditions. 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. The flags that may be used are:

Green Flag	This will be used to <i>Start</i> the <i>Competition</i> .
Yellow Flag	This will be used to warn of a problem ahead. <i>Driver</i> must SLOW DOWN and be ready to stop at <i>Start/Finish Line</i> for further instruction. <i>Drivers</i> must not continue <i>Drifting</i> .
Red Flag	This indicates a severe problem ahead and the <i>Driver</i> must prepare to stop immediately. The <i>Competition</i> has been stopped.
Chequered Flag	The <i>Competition</i> is finished and you must leave the <i>Course</i> .

5. BRIEFING

- (a) Each *Competitor/Driver* must attend all notified briefings and site inductions at each *Event*. Failure to attend compulsory briefings/site induction may be referred to the Stewards who may apply a penalty up to and including *Disqualification* from the *Competition*.
- (b) The briefing must include information on the physical layout of the *Course*, including but not limited to the judged area, the start/finish area, the changeover area and the precise details in regard to the way in which the *Event* will be conducted.
- (c) For a *Drifting Competition* it will include a briefing from the Chief Judge which will detail the judging criteria for that *Event*.
- (d) The briefing may also include any other information the Clerk of the Course feels necessary to ensure the safe conduct of the *Event* and that each *Driver* is clear on the requirements for the *Event*.

6. DUTIES OF OFFICIALS

6.1 STEWARDS:

- (a) Stewards will have duties and powers as set down in the *NCR*.
- (b) Stewards must be appointed by *Motorsport Australia* to all *Drifting Competitions*, and may be appointed to any *Drifting Event* as required by *Motorsport Australia*.
- (c) Stewards will have no responsibility for the judging of the *Event*.

6.2 CLERK OF THE COURSE

The Clerk of the Course will have duties and responsibilities as set down in the *NCR*.

6.3 SCRUTINEERS

Scrutineers will have duties and responsibilities as set down in the *NCR*. The Chief Scrutineer of each *Event* may refer any *Automobile* to the Stewards which in their opinion is unsuitable for the *Competition* or otherwise in breach of these rules.

6.4 OBSERVERS AND FLAG MARSHALS

Observers and Flag Marshals will have duties and responsibilities as set down in the *NCR*.

7. SCRUTINEERING

Each *Automobile* must undergo scrutineering for regulation compliance prior to participation in any practice or *Competition* activity.

8. PASSENGERS

Passengers will only be permitted in accordance with the Motorsport Australia Motor Sport Passenger Ride Activity (MSPRA) Policy and:

- (a) Only in non-competition activities; and
- (b) Permitted on *Speed Event Courses* (see paragraph 1.1(a) only in an *Automobile* which is fitted with a minimum of a Type 2 Safety Cage in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.

9. PROTESTS

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

10. DRIVER BEHAVIOUR AND STANDARDS

- (a) Directions and requests by officials must be obeyed. Each *Competitor/Driver* is required to behave in a safe and responsible manner at all times.
- (b) It is the responsibility of the *Driver* to understand the *Course* and for competition events the judging criteria.
- (c) Placing the wheels of the *Automobile* outside the sealed surface of the *Drifting Course* will not be tolerated and may incur a penalty. The Clerk of the Course is the Judge of Fact for determining any breach of this regulation.
- (d) 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.
- (e) A *Driver*, and/or any *Passenger*, is prohibited to extend any part of their person outside the body work of the *Automobile*. This includes actions such as hands/arms out windows, or opening of doors whilst the *Automobile* is in motion.
- (f) The Clerk of the Course will adjudicate on dangerous or unacceptable conduct, which may be referred to the Stewards who may apply a penalty up to and including *Disqualification* from the *Competition*.
- (g) A *Competitor/Driver* 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 be referred to the Stewards who may apply a penalty up to and including *Disqualification* from the *Competition*.

Section 2: GENERAL REGULATIONS FOR DRIFT PRACTICE

1. GROUPING:

- (a) There are 3 levels of skill used to group each *Driver* for a Drift Practice event. The Clerk of the Course is responsible for the grouping of each *Driver*.
 - (i) Beginner: for a new comer to the sport and for those with little experience with *Automobile* control at this type of event, as determined by the Clerk of the Course. A beginner will be limited to a single *Automobile* Drift Practice and must be given adequate *Automobile* spacing to ensure no *Automobile* to *Automobile* contact;
 - (ii) Intermediate and Advanced: Each *Driver* classifies themselves at scrutineering. The Clerk of the Course has the right to re-allocate a *Driver* to a different group based on their skill level displayed on *Course*. Grouping is not mandatory for Intermediate and Advanced skill levels, however it can aid in skill development.

2. SESSIONS:

- (a) At the discretion of the *Organiser* and as listed in the *Supplementary Regulations*.
- (b) Drift Battle simulation, or Tandem sessions are permitted for Intermediate and Advanced skill groups, with a maximum of 2 *Automobiles* permitted in each run of the *Course*.
- (c) Team Drift Practice sessions are permitted provided each team member is of an Intermediate or Advanced Skill Level, with a maximum of 4 *Automobiles* permitted in each team run of the *Course*.

3. EVENT LAYOUT:

At the discretion of the *Organiser* and as listed in the *Supplementary Regulations*.

Section 3: GENERAL REGULATIONS FOR DRIFTING COMPETITION

1. EVENT FORMAT

1.1 EVENT PRACTICE

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

1.2 QUALIFYING

- (a) The *Organiser* may rank *Drivers* into any qualifying order or determine the qualifying format. This may for instance be determined by subjective assessment, performance in previous competitions or current championship standings or as determined by a practice session or other format as determined (i.e. Round-Robin).
- (b) Practice and qualifying sessions may be combined, in which case judges will be advised by the start line personnel if a *Driver* is about to commence a qualifying (as opposed to a practice run).
- (c) A qualifying run is an opportunity for each *Driver* to demonstrate their abilities within the criteria laid down for judging. Judges will view qualifying and rank each *Driver* according to the criteria as set down. The amount of qualifying time and the number of qualifying runs given to each *Driver* will be determined by the *Organiser*.
- (d) The process for determining qualifying order will be defined in the *Supplementary Regulations* or Further *Supplementary Regulations* for the *Event*. The *Organiser* has the right to use qualifying as a method of determining which *Drivers* will progress to Drift Battles. The number of *Drivers* that will be permitted to compete in Drift Battles (for example whether the competition will start with a round of 32, a round of 16, a round of 8, etc.) will be defined in the *Supplementary Regulations* for the *Event*.

1.3 DRIFT BATTLE

A judged 2-car run as per the definition above. Each *Driver* will take a turn in leading in the Drift Battle and at the conclusion of the first run, the *Automobiles* will swap positions in the designated changeover area only. Overtaking between pairs is prohibited unless the *Driver* of the lead *Automobile* has slowed significantly or the passing manoeuvre takes place while both *Automobiles* are demonstrating a significant yaw angle. Performing an overtake manoeuvre does not directly apply a result to either the overtaking or overtaken *Driver*.

1.4 START AREA

The start area layout and the format of the Drift Battle *Start* must be communicated, by the *Organiser*, to each *Driver* prior to the Drift Battle commencing.

1.5 CHANGEOVER AREA

The location of the changeover area must be communicated, by the *Organiser*, to each *Driver* prior to the Drift Battle commencing. The changeover area is to be a minimum of 35 m in length and must be visually marked at least on the side of the *Course* at the start and finish of the changeover area. The use of traffic cones or similar is recommended for marking the changeover area.

1.6 FINISH AREA

The location of the Drift Battle finish point must be communicated, by the *Organiser*, to each *Driver* prior to the Drift Battle commencing. The finish area must be visually marked at least on the side of the *Course*.

1.7 ADDITIONAL COURSE MARKINGS

Any additional *Course* markings, (i.e. clipping points, drift line markers) must be communicated to each *Driver* prior to the Drift Battle commencing. It is recommended that these points are also marked visually at least on the side of the *Course*.

2. AUTOMOBILE IDENTIFICATION

Each *Automobile* 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 *Automobile*.

3. CLASSES

The *Organiser* may allocate classes within a particular event to delineate groups of appropriate *Drivers* e.g. beginner, intermediate and advanced. Each *Competitor* will be advised if any classes apply to an event in the *Supplementary Regulations*.

4. METHOD OF JUDGING AND SCORING

- (a) For each *Event* a judge or panel of judges will be appointed by the *Organiser*. If there is more than 1 judge, the *Organiser* will nominate 1 judge as the Chief Judge. The Chief Judge will use this position only to adjudicate on tied scores.
- (b) Scores or battle results will be based upon the qualitative assessment of judges.
- (c) Scoring or battle results will take place according to criteria set by the *Organiser*. Such criteria will be made available to each *Competitor/Driver* prior to an event commencing.
- (d) The judges are the only persons who may advise a *Competitor/Driver* on interpretations on the judging criteria.

5. JUDGES DECISION:

- (a) Generally the judge's decision will be final and no protest or appeal may be made to the Stewards regarding the decision of the judges of an *Event*.
- (b) A specific Drifting Championship, Series or *Event* will be required to detail the regulations and/or requirements in regard to a judged decision and may permit a *Driver* to seek a judge's decision appeal or review, the process and detail of which will be included in the Championship, Series or Event *Supplementary Regulations*. This is not a mandatory requirement and is available at the discretion of the *Organiser*.

6. JUDGING CRITERIA

- (a) A specific Drifting Championship, Series or *Event* will be required to detail the regulations and/or requirements in regard to the judging criteria.
- (b) Judging criteria will differ between qualifying and Drift Battle.

6.2 The criteria for judging may, and recommended as a guide, include the following:

- (a) **QUALIFYING:** During qualifying judges will assess *Drivers* against at least 3 criteria - speed, line and angle:
 - (i) **Speed:** Maximum points will be awarded to the *Driver* whose *Automobile* maintains a consistent high-speed yaw angle (relative to the radius of the corner) considering the speed that the *Driver's Automobile* maintains:
 - (A) entering a corner;
 - (B) through a corner; and
 - (C) through the entire judged area.
 - (ii) **Line:** How closely a *Driver's Automobile* is able to follow the drifting line as set by the *Organiser*. Maximum points will be awarded to a *Driver* who can clip each "clipping point" of each corner, through the entry, apex and exit of turns. Points will be deducted from a *Driver* who fails to keep within the track edges while drifting.

- (iii) **Yaw angle:** The angle of rotation of the *Automobile* relative to its direction of travel, as well as the *Driver's* ability to sustain this angle for as long as possible. Particular emphasis is placed on a *Driver's* ability to:
 - (A) apply yaw entry angle into a corner;
 - (B) link corners using a consistent series of drifting motions;
 - (C) generate angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner;
 - (D) maintain a wide angle of drift for long periods; and
 - (E) control the *Automobile* when maximum amount of opposite lock is used.
- (b) **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. Additional criteria may include:
 - (i) **Proximity:** Additional points may be awarded to a *Driver* who, when chasing the lead *Automobile*, is able to attain and maintain close proximity to the lead *Automobile*.
 - (ii) **Emulation:** Additional points may be awarded to a *Driver* who, when chasing the lead *Automobile*, is able to emulate the speed, line and angle of the lead *Automobile*. Higher points will be awarded, however, if the *Driver* of the lead *Automobile* demonstrates superior speed, line and angle.
 - (iii) **Overtaking:** The chase *Automobile* may only overtake the lead *Automobile* under drift conditions, i.e. where the chase *Automobile* is able to demonstrate superior speed, line and angle, or when the lead *Automobile* spins and the chase *Automobile* is forced to overtake to avoid collision. In such circumstances the *Automobile* that has been overtaken may be penalised for that run. If the *Automobile* that has been overtaken subsequently regains its position with another legitimate overtaking manoeuvre, any points penalty applied may be negated. Overtaking under non-drift conditions will be penalised. Performing an overtake manoeuvre does not directly apply a result to either the overtaking or overtaken *Driver*.
 - (iv) **Spin during battle:** If the lead *Automobile* spins during a tandem battle run and the chase *Automobile* fails to overtake, the lead *Automobile* may score low points for that run. If a spin by the lead *Automobile* forces the chase *Automobile* to spin or take evasive action to avoid a collision the lead *Automobile* may be penalised for that run. If the chase *Automobile* spins during a battle then it may be penalised for the run.
 - (v) **Accident avoidance:** If the *Driver* of the lead *Automobile* makes a mistake which causes the *Driver* of the following *Automobile* to take avoiding action or abandon the drift, points are deducted from the lead *Automobile*. If the following *Automobile* 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 *Automobile*, and is forced to abandon its drift because of imminent collision with lead *Automobile*, points may be deducted from the lead *Automobile*.
 - (vi) **Collisions:** Judges may deduct points from the *Driver* who is in their opinion responsible for a collision. Incidents which result in collisions, either between *Automobiles* or between *Automobiles* and barriers may be referred to the Clerk of the Course.
 - (vii) **Unsporting behaviour:** *Competitors/Drivers* 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/Driver*, or simply an incident or circumstances that might unjustly influence the results of the *Competition*.

7. PENALTIES

- (a) Actions contrary to these Regulations, any *Supplementary Regulations* or Further *Supplementary Regulations*, the directions of officials or any other inappropriate behaviour outside of applicable general Motorsport Australia procedures may result in penalties being applied in accordance with the *NCR*.
- (b) The penalty of *Disqualification* from the *Event* may be imposed upon *Competitors/Drivers*. Other, lesser, penalties may be imposed such as loss of a qualifying run, percentage of point loss, loss of a practice run or reprimand, at the discretion of the Stewards, or where applicable, the Clerk of the Course.

8. COMPETITION TIME-OUT

A specific Drifting Championship, Series or *Event* will be required to detail the regulations and/or requirements for any Competition Time-Out (i.e. Mechanical, Tyre etc.) either in the Championship or Series regulations or in the *Event Supplementary Regulations*. These regulations for a Competition Time-Out may be varied by the Clerk of the Course for each *Event*. If so this must be advised in writing at the drivers' briefing.

Section 4: GENERAL REQUIREMENTS OF AUTOMOBILES IN DRIFTING COMPETITIONS

1. ELIGIBLE AUTOMOBILES:

- (a) *Drifting Events* are generally restricted to series production *Automobiles* with at least 2 seats. The nature of the *Competition* generally renders front-wheel drive and all-wheel drive *Automobiles* unsuitable. Imported *Automobiles*, including left-hand drive, are acceptable, and *Automobiles* need not be road registered.
- (b) A specific Drift Championship, Series or *Event* may apply additional *Automobile* eligibility requirements and/or regulation.
- (c) Each *Automobile* will generally be complete and not subject to damage that has not been repaired or missing complete bodywork components.

2. GENERAL SAFETY REQUIREMENTS:

- (a) **Each *Automobile*** in a drift event must comply as required with the requirements of Technical Appendix - Schedule A and B of the *Motorsport Australia Manual*.
- (b) **Each *Driver*, and *Passenger***, as a minimum must wear apparel, including a helmet, as required in Technical Appendix - Schedule D for *Speed Events* in the *Motorsport Australia Manual* irrespective of whether the activity is an *Auto Test* or *Speed Event*.

NOTE: An *Automobile* modified to suit Motorsport Australia safety and regulatory requirements may no longer be compliant for Road Registration under the relevant authorities. It is the sole responsibility of the *Driver* to ensure that the *Automobile* they are driving on the road is compliant with any relevant authority requirements.

- (c) Each *Automobile* in a *Drifting Speed Event* must be fitted with a fire extinguisher as required for a *Speed Event* in Technical Appendix - Schedule H of the *Motorsport Australia Manual*.
- (d) Each *Automobile* interior must be free from loose or unsecured items.
- (e) A specific Drift Championship, Series or *Event* may apply additional *Automobile* or *Driver* safety requirements and/or regulations.

3. FUEL

Each *Competitor* must only use Commercial Fuel as defined in Technical Appendix - Schedule G of the *Motorsport Australia Manual*.

4. MOTORSPORT AUSTRALIA AUTOMOBILE LOG BOOK

Each *Automobile* in a State Level or above *Drifting Competition* must have a Motorsport Australia Automobile Log Book in accordance with Technical Appendix - Schedule L of the *Motorsport Australia Manual*, save for a road registered *Automobile* and unless otherwise approved by *Motorsport Australia*.

5. SAFETY CAGE STRUCTURE

- (a) Each *Automobile* in a State Championship and above level *Speed Event* must be fitted with a minimum of a Type 3 Safety Cage Structure that incorporates, as a minimum, the following in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*:
 - (i) More than a single door bar on each side of the *Automobile*.
- (b) Each *Automobile* in a *Speed Event* must be fitted with a minimum of a Type 2 Safety Cage in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.

- (c) Each open *Automobile* (i.e. without a supporting structure between the top of the A-pillars and rear window) must be fitted with a minimum of a Type 2 Safety Cage in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.
- (d) Whilst not mandatory for closed *Automobiles* in events other than those in paragraphs 5 (a), (b) and (c), a Safety Cage approved by *Motorsport Australia* is highly desirable.
- (e) Each Safety Cage fitted must comply with Technical Appendix - Schedule J of the *Motorsport Australia Manual* and be registered/certified in accordance with Technical Appendix - Schedule J. A Safety Cage that is not compliant with Technical Appendix - Schedule J or that is not registered/certified by *Motorsport Australia* may be approved by the Chief Scrutineer for an *Event* that does not require an *Automobile* to be fitted with a safety cage structure.
- (f) Each *Automobile* that is to carry a *Passenger* must comply with the requirements detailed in Section 1., Article 8.

6. SEAT BELTS / HARNESES

- (a) A seat belt or a safety harness must be worn at all times whilst the *Automobile* 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 an *Automobile* it must be of an approved type. The permitted seat belt and safety harness standards are listed in Technical Appendix - Schedule I of the *Motorsport Australia Manual*.

NOTE: A safety harness may have a "use-by date" that has been set by the manufacturer or certifying body. Each safety harness used must be within the use by date in accordance with the *Motorsport Australia Manual*.

- (b) Each safety harness or seat belts must be a complete unit sourced from a recognised manufacturer. It is prohibited to mix parts of a seat belt/harness of different types or manufacturers. A safety harness or seat belt must be fitted and worn in accordance with any manufacturer's instructions.

7. WHEELS AND TYRES

- (a) Tyres for *Drifting* must be generally and commercially available from stocks normally kept in Australia, and should be certified and marked on the tyre wall with E-Mark, D.O.T or AS Standards.
- (b) A specific Drifting Championship, Series or *Event* will be required to detail the wheel and tyre requirements for each *Automobile*, either in the Championship or Series regulations or in the *Event Supplementary Regulations*. This may include regulation applied or determined by *Automobile* weight.

8. AUTOMOBILE MODIFICATIONS

- (a) It is permitted for components, except any engine exhaust outlet, to protrude through the bonnet to a maximum height of 200 mm above the bonnet line. Any rotationally moving component protruding through the bonnet must be fitted with an effective guard.
- (b) The primary engine exhaust outlet/s must comply with Technical Appendix - Schedule B of the *Motorsport Australia Manual*.
- (c) Each exhaust system component must be separate to the *Automobile Cockpit*. It is permitted to modify the *Automobile* floor, firewall or other panel below a horizontal plane passing through the horizontal centreline of the rear wheel hub to permit the exhaust system to pass through a cut-out/relief therein. Any relief or cut out made for the passage of the exhaust system must be completely sealed to the *Cockpit*.
- (d) It is permitted for a turbocharger waste gate exhaust outlet (i.e. screamer pipe) to exit separate to the primary exhaust outlet. A turbocharger waste gate exhaust outlet must exit at the perimeter of the *Automobile* which may be:
 - (i) to the side;
 - (ii) to the rear; or
 - (iii) through the bonnet provided that the outlet protrudes only to a maximum height of 30 mm above the bonnet line.
- (e) A specific Drift Championship, Series or *Event* may apply additional *Automobile* modification requirements or regulations, in addition or further to the above.