

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.

1. AUTHORITY

- 1.1 Each *Drifting Event* is to be held under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of *Motorsport Australia*, these Standing Regulations and the *Supplementary Regulations* for the *Event*.
- 1.2 For *Organising Permit* purposes, each *Drifting* activity will be as follows:
 - 1.2.1 *Drift Practice (Organising Permit: Non-competition – practice)*
 - 1.2.2 *Speed Drift Practice (Organising Permit: Non-competition – speed)*
 - 1.2.3 *Driftkhana (Organising Permit: Khanacross – sealed surface)*
 - 1.2.4 *Drift Competition (Battle) (Organising Permit: Speed Event)*

2. INTRODUCTION

Drifting is a *Competition* conducted in an *Automobile* on a sealed surface where the object is for the *Driver* to follow a designated line through a flowing section of corners whilst demonstrating a combination of line, *Angle* and style around a *Course*.

3. OFFICIALS

- 3.1 The appointment of each Official, including any duties, will be in accordance with the *NCR*.
- 3.2 Duties of specific officials for a *Drifting Competition* are as follows:
 - 3.2.1 **Start Line Official:** Start Line Official/s will be responsible for lining up each *Automobile* in the correct order and for their release at the *Start*. They will be a Judge of Fact for breach of the *Start* procedure.

Start Line Official/s will be located at the *Start Line* if the *Course* layout permits. Where the *Start Line* and *Finish Line* are in the same location, a light system will be used to signal the *Start*.
 - 3.2.2 **Pit Official:** Pit Official/s will be located in the pit area and responsible for calling each group of *Automobiles* to queue prior to the *Start*.

Pit Official/s will be responsible for liaison between the *Competitor/Driver* and the Clerk of the *Course*.

The Chief Pit Official will be responsible for timing of a *Competition Time-Out*.
 - 3.2.3 **Judge:** Judges are usually a team of three led by a Head Judge and are responsible for determining the drift criteria (line, *Angle* and style) for the *Judged Area* and scoring each run.

4. COURSE

- 4.1 A *Drift Competition* may be conducted on a sealed surface within the confines of either a *Circuit* holding a *Motorsport Australia* Category A or B Track Licence or a *Motorsport Australia* Category C Track Licence for *Drifting*.
- 4.2 *Drift Practice* and *Speed Drift Practice* may only be conducted on a sealed surface *Course* approved by *Motorsport Australia* with its layout specified in the *Supplementary Regulations*. For *Drift Practice*, *Course* design must be such that expected speeds are less than 70 km/h.
- 4.3 In all cases the *Organiser* must ensure that the venue has specific and controlled areas for

spectator safety. 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.

- 4.4 At the discretion of the *Organiser*, certain parts of the *Course* and/or venue may be designated a "no drift zone", e.g. changeover area, entry/exit areas.
- 4.5 Fire extinguishers must be present at the *Start* area, finish area and at observers/flag marshals' points around the *Course* or venue.
- 4.6 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*.
- 4.7 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.

5. AUTOMOBILES

5.1 ELIGIBLE AUTOMOBILES

- 5.1.1 Each eligible *Automobile* must be a series production vehicle originally manufactured with at least 2 seats and rear-wheel drive.
- 5.1.2 A specific *Drifting Competition* may require additional *Automobile* eligibility requirements.

5.2 MOTORSPORT AUSTRALIA AUTOMOBILE LOG BOOK

Except for a road registered *Automobile* and unless otherwise approved by *Motorsport Australia*, each *Automobile* in a *State Competition* or above must hold a Motorsport Australia Automobile Log Book in accordance with Technical Appendix - Schedule L.

5.3 AUTOMOBILE IDENTIFICATION

Each *Automobile* must display a competition number/s in accordance with Technical Appendix – Schedule K.

5.4 SAFETY REQUIREMENTS

- 5.4.1 Each *Automobile* must comply with Technical Appendix - Schedule A and B.
- 5.4.2 Each *Driver*, and *Passenger*, as a minimum must wear apparel, including a helmet, as required in Technical Appendix - Schedule D for *Speed Events* irrespective of whether the activity is an *Auto Test* or *Speed Event*. For a national status *Competition*, a Frontal Head Restraint (FHR) must be worn where applicable in accordance with Schedule D.
- 5.4.3 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.
- 5.4.4 Each *Automobile* in a national status *Competition* must be fitted with a window net in accordance with Technical Appendix – Schedule I.
- 5.4.5 A specific *Drifting Competition* may require any additional *Automobile* or *Driver* safety requirement.

5.5 SAFETY CAGE STRUCTURE

- 5.5.1 Each *Automobile* in a *Club Competition Speed Event* must be fitted with a minimum of a Type 2 Safety Cage in accordance with Technical Appendix - Schedule J.
- 5.5.2 Each *Automobile* in a *State Competition Speed Event* or above must be fitted with a minimum of a Type 3 Safety Cage Structure in accordance with Technical Appendix - Schedule J: In addition, door bars must be fitted on each side of the *Automobile* in accordance with either Drawing J-11, J-12 or J-13.
- 5.5.3 Regardless of the *Competition* level, 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.
- 5.5.4 Each Safety Cage fitted must comply with Technical Appendix - Schedule J and be registered/certified in accordance with Technical Appendix - Schedule J.
- 5.5.5 For an *Event* that does not require an *Automobile* to be fitted with a safety cage structure, the Chief Scrutineer may approve a Safety Cage that is not compliant with Technical Appendix - Schedule J or that is not registered/certified by *Motorsport Australia*.

5.5.6 Each *Automobile* that is to carry a *Passenger* must comply with the requirements detailed in Article 11.

5.6 SEAT BELTS / HARNESES

5.6.1 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. The permitted seat belt and safety harness standards are listed in Technical Appendix - Schedule I.

5.6.2 A safety harness or seat belt must be fitted and worn in accordance with any manufacturer's instructions.

5.7 WHEELS AND TYRES

5.7.1 Any tyre must be commercially available in Australia, and be certified and marked on the tyre wall with E-Mark, D.O.T or AS Standards.

5.7.2 A specific *Drifting Competition* will be required to detail the wheel and tyre requirements for each *Automobile* in the event regulations.

5.8 MODIFICATIONS

5.8.1 Except for any engine exhaust outlet, it is permitted for components, 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.

5.8.2 The primary engine exhaust outlet/s may exit through the bonnet of the *Automobile* provided they point directly upwards for the final 100 mm of the outlet, do not protrude more than 20 mm above the bonnet line, and have a double overlaid cross (X) welded into the exit. Each other exhaust outlet must comply with Technical Appendix - Schedule B.

5.8.3 Each exhaust system component must be outside the *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*.

5.8.4 It is permitted for a turbocharger waste gate exhaust outlet (e.g. screamer pipe) to exit separate to the primary exhaust outlet provided it exits at the perimeter of the *Automobile*:

5.8.4.1 to the side;

5.8.4.2 to the rear; or

5.8.4.3 through the bonnet provided that the outlet protrudes only to a maximum height of 30 mm above the bonnet line.

5.8.5 A specific *Drifting Competition* may require *Automobile* modifications in addition to the above.

5.9 FUEL

Each *Automobile* must only use Commercial Fuel as defined in Technical Appendix - Schedule G.

6. LICENCES

Refer General Appendix – Competition Licences.

7. BRIEFING

7.1.1 Each *Competitor* and *Driver* must attend for the duration of any briefing as required in the *Supplementary Regulations*. Failure to attend any briefing may be referred to the Stewards.

7.1.2 The briefing may include:

7.1.2.1 information on the *Course* layout including the area for the start/finish and changeover;

7.1.2.2 the *Judging* criteria which may include a briefing by a Judge of Fact;

7.1.2.3 any other information necessary for the conduct of the *Competition*.

8. SCRUTINEERING

Each *Automobile* must undergo scrutineering in accordance with the *NCR* prior to participation in any *Competition* or at any other time at the discretion of the Clerk of the *Course*.

9. FLAG/LIGHT SIGNALS

- 9.1 A green signal is displayed to indicate the *Course* is clear and ready for competition. Regardless, a *Driver* must follow the direction of any start line official.
- 9.2 A yellow signal is displayed to indicate that a *Driver* must cease *Drifting* and proceed at a reduced speed until passing a green signal.
- 9.3 A red signal is displayed to indicate a hazard on the *Course* requiring each *Driver* to cease *Drifting*, proceed at a substantially reduced speed and continue to the finish area unless otherwise directed by an official to stop.

10. DRIVING STANDARDS

- 10.1 Any direction or request by an official must be followed.
- 10.2 It is the responsibility of the *Driver* to be familiar with the layout of the *Course* and the *Judging* criteria.
- 10.3 Driving outside the sealed surface of the *Course* is prohibited. The Clerk of the *Course* is the Judge of Fact for determining any breach of this regulation.
- 10.4 Except in a designated area as specified by the Clerk of the *Course*, any burnout or “scrubbing of tyres” is prohibited. The Clerk of the *Course* is the Judge of Fact for determining whether a burnout or “scrubbing of tyres” has been conducted.
- 10.5 A *Driver*, and/or any *Passenger*, is prohibited to extend any part of their person outside the *Bodywork* of the *Automobile*.
- 10.6 Dangerous driving or unacceptable conduct may be referred to the Stewards who will impose a penalty up to and including *Disqualification* from the *Competition*.
- 10.7 A *Competitor* and/or *Driver* demonstrating behaviour that provides them with an unfair competitive advantage will be deemed as “unsporting conduct” and may be referred to the Stewards who will impose a penalty up to and including *Disqualification* from the *Competition*.

11. PASSENGERS

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

Only in a non-competition activity subject to scrutineering of the *Automobile*; and

Permitted on a *Speed Event Course* only in an *Automobile* which is fitted with a minimum of a Type 2 Safety Cage in accordance with Technical Appendix - Schedule J.

12. DRIFT PRACTICE

12.1 GROUPING

12.1.1 There are different levels of skill used to group each *Driver* for a *Drift Practice* event:

- 12.1.1.1 **Beginner:** A *Driver* with limited experience with *Automobile* control as determined by the Clerk of the *Course*. A beginner will be limited to single release *Drift Practice* and must be given adequate spacing to minimise *Automobile* to *Automobile* contact;
- 12.1.1.2 **Intermediate and Advanced:** An experienced *Driver* as determined by the Clerk of the *Course*. An Intermediate or Advanced *Driver* must nominate their group at scrutineering. Grouping is not mandatory for Intermediate and Advanced skill levels, however it can aid in skill development.

12.1.2 The Clerk of the *Course* may re-allocate a *Driver* to a different group based on their skill level displayed on *Course*.

12.2 SESSIONS

12.2.1 At the discretion of the *Organiser*, sessions may be allocated for the following:

- 12.2.1.1 **Beginner:** single release only
- 12.2.1.2 **Tandem:** Intermediate and Advanced only with a maximum of 2 *Automobiles*
- 12.2.1.3 **Battle:** Intermediate and Advanced only with a maximum of 2 *Automobiles*
- 12.2.1.4 **Team Drifting:** Intermediate and Advanced only with a a maximum of 4 *Automobiles* for a group containing 1 or more Intermediate *Driver* and 6 *Automobiles* for a group containing all Advanced *Drivers*.
- 12.2.1.5 **Drift Train:** Intermediate and Advanced only with a a maximum of 4 *Automobiles* for a group containing 1 or more Intermediate *Driver* and 6 *Automobiles* for a group

containing all Advanced *Drivers*.

13. DRIFT COMPETITION

13.1 CLASSES

The *Supplementary Regulations* may specify *Driver* classes e.g. beginner, intermediate and advanced.

13.2 COMPETITION TIME-OUT

- 13.2.1 A Competition Time-Out, often referred to as a 5 minute rule, is available to a *Driver* whose *Automobile* is not able to commence a *Battle*, e.g. collision damage, mechanical failure.
- 13.2.2 The time out period of 5 minutes begins the moment the team touches the *Automobile* to assess the issue and begin work.
- 13.2.3 The team must not touch the *Automobile* until a Pit Official is present to time the stop. If work commences before the official is ready, a minimum of 1 minute will be deducted from the 5 minutes.
- 13.2.4 The *Automobile* must be moving under it's own power and the repairs completed before the time out period elapses or the *Driver* is deemed as out of the *Competition*.
- 13.2.5 A specific *Drift Competition* will detail the requirements for any Competition Time-Out (e.g. mechanical, tyre) in the event regulations which may be varied by the Clerk of the Course at the *Driver* briefing.

13.3 ADDITIONAL COURSE MARKINGS

Any additional *Course* marking, (e.g. clipping point, zone) must be provided to each *Driver* at the *Driver* briefing and each point must be clearly identified at least on the side of the *Course*.

13.4 PRACTICE/QUALIFYING

- 13.4.1 The detail for each practice and qualifying session over the complete *Course* will be as scheduled in the *Supplementary Regulations*.
- 13.4.2 Any practice session will not be judged.

13.5 QUALIFYING

- 13.5.1 Unless otherwise specified, the order for qualifying will be determined by the *Organiser*. This may include a subjective assessment, performance in previous competitions, current championship standing or by a practice session or other format (e.g. Round-Robin).
- 13.5.2 A qualifying session may include a practice run and the judges advised accordingly so that it is not used for ranking.
- 13.5.3 The judges will observe each qualifying run and rank each *Driver* according to the set criteria as follows:
 - 13.5.3.1 Each judge will allocate each *Driver* points up to 100 for each qualifying run;
 - 13.5.3.2 This will be determined by deducting points from 100 for each infringement in accordance with penalties listed in the *Supplementary Regulations* or as otherwise advised during the *Event*;
 - 13.5.3.3 The points allocated to a *Driver* by each judge will be averaged to determine *Driver* ranking.

13.6 START AREA

The start area layout and the format of the *Battle Start* must be provided to each *Driver* at the *Driver* briefing.

13.7 CHANGEOVER AREA

The location of the changeover area must be provided to each *Driver* at the *Driver* briefing. This area must be at least 35 metres long and clearly identified using traffic cones or similar on the side of the *Course* to indicate its start and finish.

13.8 BATTLE

- 13.8.1 *Driver* ranking from qualifying will be used to determine the order in which each *Driver* takes part in a *Battle*.
- 13.8.2 Each *Driver* will take a turn in leading a run.
- 13.8.3 At the conclusion of the first run, the *Automobiles* will swap positions in the designated changeover area.

- 13.8.4 Unless the lead *Automobile* has slowed significantly, stopped, or is about to or has left the *Course*, overtaking is prohibited.
- 13.8.5 The lead *Automobile* must follow the qualifying criteria.
- 13.8.6 The chase *Automobile* must follow and emulate in close proximity the lead *Automobile* unless it needs to overtake after which it must follow the qualifying criteria.
- 13.8.7 Each judge will score each run on a sliding scale out of 10 dependent on errors or improvements made by each *Driver* with each *Driver* starting even on 5-5, e.g. If *Driver* A receives a penalty of 1 point for being off line then 1 point is added to *Driver* B making the score 6-4.
- 13.8.8 The winner of the *Battle* will be the *Driver* who has the most higher scores with the majority of judges.
- 13.8.9 If there is a tie, the *Battle* will be rerun.
- 13.8.10 If the rerun is a tie, all 4 passes (2 lead and 2 chase) and if necessary qualifying will be considered to determine the winner of the *Battle*.
- 13.8.11 If there is still a tie, the Head Judge will determine the winner of the *Battle*.

13.9 FINISH AREA

The location of the *Battle* finish point must be provided to each *Driver* at the *Driver* briefing. The finish area must be clearly identified at least on the side of the *Course*.

13.10 JUDGING AND SCORING

- 13.10.1 The *Supplementary Regulations* will nominate a Head Judge and any other judges. If there is a tied score, the Head Judge will have the casting vote.
- 13.10.2 Any results will be based upon the qualitative assessment of the judges.
- 13.10.3 The method of determining the results will be provided to each *Competitor/Driver* prior to the relevant *Competition* preferably at the *Driver* briefing.

13.11 JUDGING CRITERIA

The *Supplementary Regulations* will specify details of the drift criteria to be judged based on the following:

13.11.1 QUALIFYING:

- 13.11.1.1 **Line:** How closely a *Driver's Automobile* follows the drifting line as set by the Head Judge.
 - 13.11.1.1.1 Maximum points may be awarded to a *Driver* whose *Automobile* clips each "clipping point" through the entry, apex and exit of each corner.
 - 13.11.1.1.2 Points may be deducted if a *Driver* fails to keep their *Automobile* within the track edges.
- 13.11.1.2 The angle of rotation of an *Automobile* relative to its direction of travel, including the *Driver's* skill to maintain this angle for as long as possible. Particular emphasis may be placed on a *Driver's* ability to:
 - 13.11.1.2.1 quickly apply *Angle* into a corner;
 - 13.11.1.2.2 maintain a smooth and consistent *Angle* without corrections;
 - 13.11.1.2.3 generate *Angle* during the entry into each corner, from as great a distance possible prior to reaching the apex;
 - 13.11.1.2.4 link corners using a quick transition without flicking backwards and forwards in between;
 - 13.11.1.2.5 maintain a wide *Angle* for a long period/s; and
 - 13.11.1.2.6 control the *Automobile* when the maximum amount of opposite lock is used.
- 13.11.1.3 **Style:** Style consists of the following criteria:
 - 13.11.1.3.1 Speed – The speed carried through the *Course* while *Drifting* on the set line with the required *Angle*.
 - 13.11.1.3.2 Aggression of switches – Aggressive switches of drift direction moving to the maximum *Angle* to be achieved.
 - 13.11.1.3.3 Throttle position – Time spent on full throttle throughout the *Course*.
 - 13.11.1.3.4 Fluidity - How fluid the set line is followed throughout the

Course.

13.11.2 **BATTLE:** During a *Battle* judges may assess *Drivers* against the qualifying criteria, proximity and emulation. Consideration will also be given to factors such as spins, collisions, accident avoidance, unsporting behaviour and the performance of the lead *Automobile* making it difficult for the chase *Automobile* to maintain proximity and emulate. Additional criteria may include:

13.11.2.1 **Proximity:** Points may be awarded to a *Driver* who, when chasing the lead *Automobile*, is able to attain and maintain close proximity to it.

13.11.2.2 **Emulation:** Points may be awarded to a *Driver* who, when chasing the lead *Automobile*, is able to emulate its speed, line and *Angle*.

13.11.2.3 **Overtaking:** The chase *Automobile* may only overtake the lead *Automobile* to avoid a collision, e.g. the lead *Automobile* spins or leaves the *Course*. The *Driver* who is overtaken may suffer a points penalty.

13.11.2.4 **Spin:** If the lead *Automobile* spins, the lead *Driver* may score low points for that run. The run may continue if the lead *Automobile* is still in the lead, however, if the chase *Automobile* has had to overtake to avoid a collision, the run is abandoned and the majority of the points are awarded to the chase *Automobile*.

If an error by the lead *Automobile* forces the chase *Automobile* to spin or take evasive action to avoid a collision, the lead *Driver* may be penalised. If the chase *Automobile* spins, that *Driver* may suffer a points penalty, however, the lead *Automobile* must complete the run to collect high points. If the lead *Automobile* also spins, points are also deducted and a 0-0 score can be awarded.

13.11.2.5 **Accident avoidance:** If the *Driver* of the lead *Automobile* makes an error and causes the one following to take avoiding action and/or abandon its drift, points may be deducted from the lead *Driver*.

13.11.2.6 **Collisions:** Points may be deducted from the *Driver* who in the opinion of the judge/s is 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*.

13.11.2.7 **Unsporting behaviour:** Any *Competitor* or *Driver* that demonstrates unsporting behaviour, either deliberate or circumstantial, may result in a points deduction as determined by the judge/s.

13.12 PENALTIES

13.12.1 A penalty may be imposed in accordance with the *NCR* for a breach of the *Rules*.

13.12.2 The following penalties are recommended for infringements within the *Judged Area*:

Breach	Penalty	
	Qualifying	Battle
1 wheel off the <i>Course</i>	10 points	½ point
1 to 2 wheels up to 50% off the <i>Course</i>	30 points	2/3 point
2 wheels more than 50% off the <i>Course</i>	50 points	Zero score
Spin	50 points	Zero score
Stop drift	20 points	1 point
Diving to close proximity		½ point
Light contact (once) that has no affect on lead <i>Automobile</i>		Nil
Light contact (multiple)		¼ point for chase <i>Automobile</i>
Heavy contact that affects the lead <i>Automobile</i> 's line		1 point or more for chase <i>Automobile</i>
Heavy contact that causes the lead <i>Automobile</i> to spin		Zero score for the chase <i>Automobile</i>
Lead <i>Automobile</i> spins and chase <i>Automobile</i> does not complete run		Zero-Zero score

13.12.3 The following penalties are recommended for infringements outside of the *Judged Area*:

13.12.3.1 Exceeding track limits:	1 st offence	Warning
	2 nd offence	30 minute time out or loss of Series points
	3 rd offence	30 minute time out and \$50 fine
13.12.3.2 Exceeding speed limit:	Loss of Series points or fine	
13.12.3.3 <i>Drifting</i> in non-drifting area:	30 minute time out or loss of Series points	

13.13 JUDGES DECISION:

Any decision of the judge/s is final and not subject to a protest to the Stewards.

14. DEFINITIONS

Battle: A *Drifting Competition* where 2 *Drivers* battle against each other and are judged according to a predetermined criteria. Each *Battle* will consist of 2 passes through the *Judged Area*, with each *Driver* taking a turn to lead.

Driftkhana: A *Drifting Competition* where only 1 *Driver* at a time completes the *Course* and is timed and judged according to a predetermined criteria. The *Supplementary Regulations* will prescribe the method of determining the results.

Drift Practice: A non-competitive activity where the objective is to drive through the *Course* (on either a slow section of a *Track* or a skidpan) with speed restricted to a maximum of 70km/h to develop the skills of *Drifting* and which is not timed, judged nor scored. *Tandem* activities are permitted.

Drift Train: A non-competitive activity where a group of similarly skilled *Drivers*, as determined by the Clerk of the *Course* and/or the Head Judge, complete the *Course* in a line. This activity is not judged and competition between *Drivers* is prohibited.

Judging: A judge or panel of judges will judge the *Competition* in accordance with a predetermined criteria. The name of the Head Judge and the panel of judges must be nominated in the *Supplementary Regulations*. The decision of any judge is not subject to protest.

Judged Area: The only section of the *Course* where *Judging* will take place.

Speed Drift Practice: A non-competitive activity where the objective is to drive through the *Course* (on a *Track*) without a speed restriction to develop the skills of *Drifting* and which is not timed, judged or scored. *Tandem* activities are permitted.

Tandem: An activity where 2 *Automobiles* attempt to drive together in close proximity to emulate the line, *Angle*, style and speed of the lead *Automobile*.

Team Drifting: A *Drifting 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 judged according to a predetermined criteria which may include speed, line, *Angle*, emulation and proximity. The winner being the team with the highest point score. There are no elimination *Battles* between each team and the *Drivers* within a team.

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