

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

Drifting Event Rules

1. General Guidelines

An SCCA-sanctioned Drifting event is a judged, non-speed driving skill contest held on short courses that emphasize car handling and agility rather than speed or power. Drifting is an art form enabled by the talent of the drivers to control a vehicle through corners at speeds and angles that exceed the vehicle's ability to adhere to the roadway.

In drifting, entrants are judged and awarded points based on their car control ability. Car control is defined as demonstrating techniques that carry speed while holding a high slip angle and maintaining the proper racing line through a prescribed course. Judging is also based on the capability of each car and how well the driver is able to use its full capabilities.

Competition licenses are not required as hazards to spectators, participants, and property are expected not to exceed those encountered in normal, legal highway driving.

Events generally are held on a paved, flat surface, wherein the course typically consists of straight sections and connecting turns or corners. The course layout should be such as to emphasize car handling, driver skill, and maneuverability rather than performance. The course is generally well enough defined so that memory is not required to remain on course. Where course conditions permit, more than one car may be on course at a time if they are separated by adequate time and distance.

At the start of the competition, all entrants compete in solo runs that are judged and awarded points based on car control. After all solo runs are completed, the top 16 entrants will compete in solo runs. The top eight competitors will then compete in pseudo tandem runs (where 2 drivers are competing against each other with back to back solo runs) From there, the semi-final four will be chosen; then the final two, and then an overall winner.

2. Insurance Requirements

The Event Chairman must submit an SCCA Sanction Application/ Master Insurance Plan Request Form at least 14 days prior to the event.

Each Request Form must designate a Solo Safety Steward (SSS). All SCCA-sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Insurance Handbook or by contacting the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event. If a certificate is not available call the following number immediately: 1-800-770-9994.

All drivers are responsible for any damages to their own cars no matter who may be deemed at fault for any incident. In no circumstance are the event holders, venue provider, sponsors or participants /spectators responsible for any damages as a consequence of event attendance.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

3. Safety Requirements

3.1 Officials

All Drifting events must have a Solo Safety Steward present from the time registration opens until the event ends. The Safety Steward can have no other assignments.

Safety rules will be strictly enforced for the safety of all drivers. Failure to comply with the event safety regulations or the Solo Safety Steward's directions may be punishable by disqualification from the event.

3.2 Speed Limit

For the date of the event, the speed limit is 10 mph for all vehicles on the site unless otherwise posted. This includes paddock areas, grid, and all hot pit areas.

3.3 Pit Areas

Event staff, organizers and the Safety Steward reserve the right to discharge persons in pit area without refund. Speeding, "squirreling", scrubbing tires, testing, practicing or burning-out at the event site are considered unsafe practices. Violators shall be subject to disqualification from the event and shall be asked to leave the site immediately without refunds. Bicycles, skateboards, roller skates, in-line skates, scooters, go-peds, etc. are prohibited in the paddock areas, grid, and all hot pit areas. No unleashed animals are allowed on the premises. Toddlers and children under 12 are not allowed on the premises without adult supervision.

3.4 Spectators

Anyone entering the site, including spectators, must sign the SCCA liability release waiver form before being admitted onto the event property. Spectators are considered as general admission and will receive a ticket at the time of signing the release form. Spectators will only be allowed in the restricted spectator areas and are not allowed to enter the course area without permission of the event chairman and escort of event staff.

4. Course Safety

4.1 Course Access

Participants and non-participants must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, nonparticipant areas must be roped off. The Solo Safety Steward shall have the authority to set minimum viewing distances from the course, but such minimum viewing distances may not be less than 75 feet from the course edge. All viewing areas must have adequate barrier protection, such as concrete k-walls or tire walls. Spectators should normally be kept a minimum of 10 feet behind the barriers. Viewing areas may not be in a runoff zone where cars might be in full drift mode. Access to the course inner area and outer boundaries during runs is limited to workers for that group, safety stewards, event chairpersons, and photographers approved by the event chairperson. Photographers must be accompanied by a spotter at all times while beyond the spectator boundaries. Spectators and other photographers must stay within the spectator boundaries at the start/finish lines and paddock areas.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

4.2 General Course Guidelines

1. These are guidelines only, courses may vary as long as they meet Safety Rules as defined in section 4.3
2. Courses will generally consist of three areas. Skid pad (circle drill), low speed course, and Main course. (smaller venues may only include a "Main Course")
3. Skid pad (circle drill course) will consist an area for figure 8 or circle drill. Each driver is allowed approx. 45 seconds each on the skid pad. Drivers will receive a green flag to enter the skid pad area and red or yellow flag to exit the area.
4. Low speed (small course) course can resemble the Main course or can be a series of switch back turns. Small course will have same run format as the Main course.
5. Main course will resemble a "Cotter Pin" shape with starting and higher speed straight most away from spectator area. (Shapes and layouts of courses may be adjusted for more options)
6. Cones will mark courses; pointer cones point turn apexes.
7. Starting gate will have assigned course workers staying in communication with all other course worker and event staff. Drivers are to strictly follow the instruction of the starter
8. Shut off gate will be marked to indicate the end of the course.
9. No repair or refueling in the hot pit area.
10. Return road (hot pits) to the starting grid will be shared. Speed limit in the hot pits is 5 mph.

4.3 Course Safety Rules

1. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 60 mph for the fastest category cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 45 mph. Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.
2. The course as laid out shall be on a paved surface that contains no dangerous holes, loose gravel, gratings, oily spots, or other hazardous features. Dips that could get a car airborne shall not be included.
3. The course shall be well marked with pylons or other "markers". The base of each marker shall be outlined to permit accurate replacement if displaced. Displacement of course markers shall result in time penalties.
4. The course boundary shall not normally pass closer than 25 feet from solid objects.
5. Course limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car.
6. Negative cambered turns will be avoided.
7. A long straight (over 150 feet) should not terminate in an extremely sharp turn (e.g., a short radius U-turn). Long straights shall not terminate at a point where participants, non-participants or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.
8. Cars on the course simultaneously shall not run in close proximity to each other.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

9. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.
10. Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competing cars should be required to come to a complete stop immediately following the finish line.
11. Cars should be required to slow to a walking speed within a controlled area before returning to the grid, hot pits or paddock areas. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking the brakes. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazard to participants and nonparticipants.
12. Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
13. Appropriate fire extinguishers, flags and material for cleaning up fluid spills must be provided.
14. Video or still cameras are not permitted at course worker positions or other locations within the course area. Exceptions may be granted by the Solo Safety Steward and any photographer must be accompanied by a spotter to warn of approaching vehicles.

5. Drivers

5.1 Driver's Credentials

1. Drivers must possess a currently valid driver's license.
2. All registered drivers must be 18 years of age or older
3. Current SCCA membership suggested, but not required
4. All registered drivers must attend mandatory drivers meeting, where flag designation, course worker positions, course lay out, group rotation, and safety rules are specified
5. Necessary response incase of mechanical failure and in an emergency situations will be explained and instructed
6. Drivers will have designated wristbands to identify their individual grouping
7. All drivers must follow the rules and request of the event officials and track stewards

The event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat.

5.2 Passengers

Passengers are allowed with proof of minimum age (18), signed waiver, and designated wristband. Passengers are subject to the same safety equipment requirements as drivers (see Section 4.3).

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

5.3 Driver's Safety Equipment

1. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened. Helmets meeting the following standards must be worn while on course:
 - All helmets meeting the current or two immediately preceding Snell Foundation standards (SA, K, or M), or SFI standards 31.1A, 31.2A, 41.1A, or 41.2A are acceptable.
 - FIA-approved helmets which are acceptable for use in Rally events are acceptable for Drifting events.
2. Face shield, goggles or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any car with less than a stock-size windshield.
3. Shoes covering the entire foot shall be worn.

6. Vehicles

6.1 Eligible Vehicles

A Drifting event is open to any vehicle that can pass safety inspection, has the minimum bodywork specified by these Rules, and is properly muffled. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these Rules.

Unstable vehicles with a high center of gravity and a narrow track, including SUV's, minivans, and 4WD pickups, must be excluded (e.g., Suzuki Samurai, Jeep CJ series, and GEO Tracker/Suzuki Sidekick).

It is suggested that regions only allow RWD (rear-wheel drive vehicles) to enter any drift event

6.2 Vehicle Safety Equipment

6.2.1 Driver Restraints

Seat lap belts are required in all cars, and must be installed in cars with passive restraint systems that do not include a lap belt. Installation and the use of shoulder belts or harnesses is strongly recommended, however non-factory upper body restraints may only be used in open cars, cars with targa-tops in the open position, or cars with T-tops in the open position when two conditions are met:

- The roll structure must meet either the requirements of Appendix C of the Solo 2 rules.
- The top of the roll structure may not be below the top of the driver's helmet when the driver is in the normal driving position.

6.2.2 Roll Bars

1. Roll bars or roll cages are strongly recommended in all cars.
2. All open cars must at a minimum have roll bars that meet Appendix C of the Solo 2 rules.
3. For all other open cars, the roll bar or roll cage height may be reduced from Appendix C requirements to the highest possible height that fits within an installed factory specified hardtop or convertible top.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

4. Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.

7. Safety Inspections

7.0 Preface

1. All vehicles must pass safety inspection on the following points prior to competing. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection. Safety inspection is not concerned with the legality of a car.
2. The sound limit is 95 dbA at 100 feet. If an entrant records sound reading(s) during an event in excess of the limit, the entrant is charged with a sound violation. Second and subsequent sound violations during the year will result in disqualification and loss of series points for the event(s) violated.
3. Any car that is judged by the Event Chairman to be in an unsafe operating condition at any time during the event shall be barred from further competition until the deficiency is corrected to the satisfaction of the Chief Technical Inspector.

7.1 Tech Inspection Requirements

1. All loose items, inside and outside the car, must be removed. Passenger's seat back shall be secured. Video cameras must be securely mounted if installed.
2. Seat belts (and harnesses if used) must be properly installed with attaching hardware, in good condition, secure, and tight.
3. Windshields must not have any damage impairing vision or cracks covering more than 50% of the windshield in any direction.
4. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
5. Snap-on hubcaps and trim rings must be removed.
6. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
7. Disc or cast wheels must not be cracked.
8. Bumpers and body kits should be well secured and well mounted.
9. Tow hooks must be present on at least one location on the vehicle.
10. Throttle return action shall be safe and positive.
11. Steering linkages must be in good order.
12. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
13. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure. Brake pads should have more than 25% of useful life. Vehicles must have a brake mechanism acting upon each wheel.
14. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
15. All vehicles must have mufflers adequate to meet the sound limit (see Section 7.0.2).
16. Exhaust must exit behind driver or to the side of the car.
17. On-board starters shall be provided.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

18. Any wet-cell battery moved from the manufacturer's original location shall be in a non-conductive marine-type container or equivalent, and the hot terminal shall be insulated. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine-type container. NOTE: This will allow the use of gel cell or dry cell (AGM) batteries without a nonconductive marine-type container where applicable.

8. Event Organizer Guidelines

SCCA Regions may cooperate with other organizations to hold events provided that the events are controlled by the sanctioning SCCA Region and are conducted in accordance with SCCA rules and regulations pertaining to the event.

8.1 Spectator Events

1. A spectator event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio.
2. Events where admission is charged are also automatically considered spectator events.
3. A Region should exercise care in how both it and its sponsors advertise an event if it does not apply for spectator event sanction and insurance.
4. Spectator events, their site controls, layout, course and safety measures must be specifically pre-approved by the Chairman of the Solo Safety Committee and an additional insurance premium paid. Spectator events must employ site and course control barriers.

8.2 Advertising of Non-Spectator Events

Events may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the provisions of this section are met.

- Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA", "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.
- Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement - slides, spins, screeching tires!"
- All advertising must include a statement on waiver signing such as, "everyone entering the event site must sign a release and waiver form".
- When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form, and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations, or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

It is highly recommended that a minimum of two Solo Safety Stewards be assigned to the event. Sanction application must be received by the National Office a minimum of 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

SCCA Drifting Rules Final - 3/6/2007
Sports Car Club of America 2007 Drift Pilot Program Official Rules
Middle Georgia Region SCCA Revised Rules

In cooperation with San Francisco Region SCCA and the National office of the Sports Car Club of America

8.3 Event Announcements

Event announcements should include the following:

- The name, location, date(s), nature and classification of the proposed event.
- An announcement, conspicuously placed, reading "Held under the SCCA Drifting Rules."
- A complete description of the proposed event.
- Schedules and locations of all activities, inspections, meetings, and competitions. If a separate event program is prepared, these items may be included there.
- The name and address of the person to whom the entry is to be sent, the closing date for the receipt of entries, when entries will be accepted, and amount of entry fee.
- The manner of determining results.
- All information necessary for the proper conduct of the event. No changes shall be made to the rules, except for the schedule, after registration opens.