



Schedule DR – Drifting

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Appendix Five – Schedule DR Drifting

Standing Regulations covering all Drifting Events

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Note: Text changes from the previous issue of this Schedule are **highlighted** such. Text changes for grammatical and/or formatting reasons are not highlighted.

1. Drifting Introduction:

- 1.1** Drifting Events are competitions held usually on a road or circuit course, where a combination of linkable corners or chicanes are marked as the 'Judged Section' and Competitors are judged on their ability to complete the judged section while sustaining loss of traction enabling the vehicle to achieve the greatest angle whilst moving in a forward direction without losing control. Judged sections are marked to indicate the beginning and end of the section and loss of traction outside these limits is prohibited unless specifically detailed in the Supplementary Regulations.
- 1.2** This Schedule shall be read in conjunction with Appendix Two Schedule A relative to the driver and vehicle safety requirements. Notwithstanding Appendix Two Schedule A, Articles 11, 12 and 13 of this Schedule cover specific requirements to drifting competitions and as such take precedence over Schedule A. Together these Articles and Schedule A set out the requirements with respect to driver and safety requirements.

2. Event Description:

- 2.1** Drifting events are classified into three(3) categories being; 'Solo Drift', 'Team Drift' and 'Drift Battle'. Solo Drift is a ClubSport Basic status Event whereas Team Drift and Drift Battle are ClubSport Advanced status Events.
- 2.2** **Solo Drift** is a competition where single car drifting is judged on set criteria such as Speed, Line, Angle, Clipping Point Proximity and Style. The result is determined by points scored.

2.3 Team Drift is a competition where two(2) or more cars drift in formation (not battling). The judging criterion is the same as for Solo Drifting judging combined with additional Team Drifting judging criteria. The Team result is determined by points scored.

2.4 Drift Battle is a competition where two(2) cars 'battle' for the racing line. Each competitor will have a 'lead' and 'chase' run per session. The judging criterion is the same as for Solo Drifting judging combined with additional Drift Battle judging criteria which may include, but is not limited to, Speed, Chase (battle only), Line, Clipping Point Proximity and (of course) Style. Placing may be determined by the elimination process where each placing is 'battled for'.

Note: Other judging criteria may be used such as, but not limited to, brake usage, proximity to other cars, entry speeds, drift box etc. The criteria used for a particular competition will be detailed in the Event Supplementary Regulations.

3. Code of Driver Conduct:

3.1 Any occurrence or series of occurrences involving one(1) or more drivers, or any actions by any driver, which is considered to have had a negative effect on any competitor or competitors is not permitted and will be penalised. These occurrences, may result from, but not limited to:

- Causing an avoidable accident
- Dangerous or careless driving causing or likely to cause an incident
- Driving off the course / track
- Unacceptable driver behaviour

4. Organisation:

4.1 An organising permit is required for all Drifting Events. A ClubSport Basic permit is required for Solo Drifting; a ClubSport Advanced permit is required for Team and Battle Drifting events. Public liability insurance is provided with the MotorSport NZ permit. A MotorSport NZ Steward will be appointed for all Advanced status Events.

4.2 The Clerk of the Course shall hold a current Clerk of the Course Bronze Grade or higher Licence.

4.3 At least one(1) Judge with drifting experience shall be appointed for all Basic Status Events, and at least two(2) Judges for Advanced Status events. Additional observers may be used for clipping point proximity (as required). The number of appointed judges shall be detailed in the Supplementary Regulations for the Event.

4.4 Sanctioned Technical Regulations and Supplementary Regulations must be published for all National permit Series and Championship events.

4.4.1 Any alternative conditions and/or specific activities that differ from this Schedule must be covered in the Event Supplementary Regulations as approved by the Permit Issuing Authority.

4.5 The attendance of a qualified first aid official with a complete first aid kit is mandatory for all Solo Drifting Events and an ambulance (or equivalent) with qualified crew is mandatory for all Team Drifting and Drift Battle Events.

4.6 The minimum fire extinguisher requirements are as follows:

- One(1) 2Kg capacity dry powder (or foam equivalent) unit per flag point, and
- One(1) 2Kg capacity dry powder (or foam equivalent) unit in the finish / run-off area, and
- One(1) 2Kg capacity dry powder (or foam equivalent) unit to be carried in a vehicle to be used as an Intervention Vehicle (refer Appendix Two, Schedule H Part Two Article 5.).

5. Competitors and Eligible Vehicles:

5.1 Basic Status Event requirements: Excepting those competitors as detailed in Article 5.3 below, the licence requirements are as follows:

- (1) All competitors shall hold a current club membership of a MotorSport NZ affiliated car club except new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a car club.
- (2) Any competitor between the ages 12-16 years must hold a valid MotorSport NZ competition licence to compete.

5.2 Advanced Status Event requirements: For any Team Drifting and/or Drift Battle event, all competitors must hold a current M Grade or higher competition licence.

Note: *Temporary M Grade licences are not permitted for Advanced status Events.*

5.3 All competitors of a 'Purpose Built Vehicle' are required to hold a valid MotorSport NZ competition licence of M Grade or higher.

5.4 **Eligible Vehicles:** Eligible Vehicles are any Series Production Vehicle of two(2) wheel, rear wheel-drive configuration. The basic exterior appearance / silhouette shall be retained as well as the monocoque floorpan and the original bulkhead position. Engine (original location shall be retained), chassis, suspension, brake and transmission modification are unlimited providing this Schedule and Schedule A compliance is maintained at all times.

Notes:

1. *The basic exterior appearance / silhouette may comprise of a combination of two(2) or more series production vehicles.*

2. *The conversion of a series production vehicle into a 'utility' (known as a "ute conversion") is permitted, provided the vehicle forward of the 'B' pillar remains a recognisable series production vehicle silhouette.*

6. Conduct of the Meeting:

6.1 Prior to any practice, qualifying or competition sessions taking place, the Clerk of the Course must hold a drivers briefing and cover emergency procedures.

Note: *A formation lap for all competitors prior to practice beginning is recommended in order to acquaint drivers with the course layout and flag point positions.*

6.2 **Passengers:** may only be carried in cars under the following conditions:

(1) Only in non-competitive session(s), and

(2) Only when specifically detailed in the Event Supplementary Regulations as approved by the Permit Issuing Authority, and

(3) In full compliance with the requirements of Appendix Five Schedule C, Part One Article 6 (safety cage is mandatory), and

(4) The vehicle must be safety audited (scrutineered), and

(5) As approved by the Clerk of the Course.

Note: *Passengers are NOT authorised to be carried during any Qualifying or competition run(s).*

6.3 At all times the access ways must be kept clear for the passage of emergency vehicles.

7. Flags and Signs:

7.1 **Flags:** The following are the flags that may be used and their meanings:

(1) **Green Flag:** waved means the track is clear and you may commence drifting after you pass that flag point.

(2) **Yellow Flag:** waved means there is a hazard on or beside the track; slow down and maintain control of current drift and do not initiate another drift until the incident is passed and the track is visibly clear to the next designated flag point displaying a waved green flag.

(3) **Black Flag:** The Competitor shall stop drifting immediately and return to the pit and report to the Clerk of the Course or their representative.

(4) **Red Flag:** All Competitors must immediately cease drifting, slow down ensuring following vehicles can slow in the space available, and proceed with maximum caution to the pit / dummy grid and/or obey official's instructions.

(5) **Chequered Flag:** waved means the drifting session is over and return to the pits on that lap.

7.2 **Signs:** The start and finish of a Drift Zone shall be clearly marked, with the method used to indicate those points detailed in the Event Supplementary Regulations.

8. Safety Audits (Pre-event Scrutineering):

8.1 Safety Audits shall be performed as per Appendix Two, Schedule A Part One Article 3.1.

8.2 It is the responsibility of the Competitor to ensure that their vehicle meets at least the minimum safety requirements of the safety schedule as prescribed in Appendix Two Schedule A and this Schedule (Schedule DR) where applicable.

- 8.3** Entrants are required to sign, or provide electronic acknowledgement, of the declaration on the entry stating that their vehicle(s) comply with the Vehicle Safety Requirements of this Schedule and the requirements of Appendix Two Schedule A, and this together with the presentation of the vehicle for Safety Audit shall be deemed an implicit statement of conformity with the safety schedule requirements.
- 8.4** Competitors shall make their safety apparel and vehicle available for inspection at the request of the appointed Scrutineer, Technical Officer or the Event Organiser. The vehicle shall be presented in the condition that it will be used in competition with all equipment fitted, together with the vehicles MotorSport NZ logbook (*refer Article 9.1*).
- 9. Vehicle Logbook:**
- 9.1** It is highly recommended that all vehicles used for competition obtain a MotorSport NZ vehicle logbook, however it is mandatory to have a logbook when competing in Advanced Status Events and for all Purpose Built Vehicles and/or Dedicated Motorsport Vehicles and/or those requiring a (MotorSport) Low Volume Vehicle Authority Card.
- 10. Noise Level:**
- 10.1** No vehicle may exceed the maximum authorised noise level of 95db(A) at any time during drifting events.
- 10.2** The Clerk of the Course shall have the powers of Judge of Fact in this matter and there is no right of protest between Competitors in relation to noise levels.
- 11. Competitor Safety Apparel Requirements:**
- 11.1** Appendix Two Schedule A requirements are the minimum acceptable for drift competitions. In particular the following safety apparel is highlighted, as the minimum requirement, to be worn by all drivers, and/or passengers (where applicable), in drift events:
- 11.2** A **Protective Helmet** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One Article 4.1.
- 11.3** **Protective Clothing** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One **Article 4.3**.
- 12. Vehicle Safety Requirements:**
- 12.1** Schedule A requirements are the minimum acceptable for drift competitions hence Schedule A should be referenced as the definitive text. In particular the following items / requirements are highlighted:
- 12.2** Safety Harnesses shall be installed in compliance with Appendix Two Schedule A, (*refer Part One Article 4.4 and Safety Harness Requirements Chart*), as follows:
- (1) **Basic Status Events:** 3 Strap harness, although a 4 strap harness is highly recommended.
- (2) **Advanced Status Events:** 4, 5 or 6 Strap harness.
- 12.3 Safety Structures (Roll Protection):** A safety rollbar or safety cage homologated under Appendix Two Schedule A, shall be installed in all vehicles entered in drifting competitions as follows:
- (1) **Basic Status Events:** A safety rollbar (or safety cage) is highly recommended although it is not a mandatory requirement.
- Note:** *a safety cage (as detailed below) is mandatory if carrying a passenger.*
- (2) **Advanced Status Events:** A safety cage incorporating side intrusion bars adjacent to each seating position (*refer diagram Appendix Two Schedule A Part Two Article 5.4(6)(a)*) is required as a minimum, homologated by MotorSport NZ with an approval certificate contained in the vehicles MotorSport NZ logbook.
- Note:** *All safety rollbars / safety cages fitted to vehicles used in drift competitions shall be homologated (certified) by MotorSport NZ (refer Appendix Two Schedule A, Part One Article 4.6).*
- 12.4 Wheel and tyre combination:** shall be suitably matched, meaning the wheel rim width and the tyre width must be dimensionally compatible. The LVTA compatibility table may be used as a reference. All wheels shall be in good condition, free from cracking or other structural defects.
- 12.5 Wheel spacers / adapters:** are authorised provided they are manufactured in one(1) piece with a maximum thickness of 25mm. Only one(1) per hub and the diameter shall not be less than the mating hub diameter.
- 12.6 Tyres:** Only treaded road tyres are authorised which shall be maintained to comply with the requirements of Appendix Two Schedule A Part One Article 4.9(3) (a) and (b), with the exception that cutting of grooves is not permitted.

Measurable tread groove depth shall comply prior to each run (minimum of 1.5mm across $\frac{3}{4}$ of the width of the tyre).

Tyres shall show no visible damage including the appearance of cord / wire casing.

12.7 Towing eyes: All Purpose Built and Dedicated Motorsport Vehicles shall be equipped with front and rear toe-eyes as per Appendix Two Schedule A, Part One Article 5.15 and all other vehicles shall have an easily identified method of attaching a tow rope to the vehicle.

13. Specific requirements / allowances applied under this Schedule:

13.1 Authorised Fuels: All fuels as detailed in Appendix Two Schedule A, Part One Article 3.9 are authorised and as allowed for under Appendix Two Schedule A, Part One Article 3.9(5), an additive is approved as detailed under Article 13.2 below;

13.2 Nitrous Oxide (as an additive): is approved for use under this Schedule when specifically detailed in the Event Supplementary Regulations. Any commercially available Nitrous Oxide System (kit) is authorised under the following conditions;

- All kits shall be installed and used as per the manufacturer's instructions together with any additional 'accessories' marketed by the same manufacturer.
- The kit shall be installed in its entirety.
- The bottle shall be specifically designed / labelled for the use of nitrous oxide, shall be indelibly stamped with a (DOT-1800) pressure rating, shall not exceed 10lb in weight and shall be securely located / mounted within the bodyshell in a central location.
- If mounted in the cockpit, the bottle shall be enclosed in a separate compartment and vented to the exterior. A pressure relief valve shall be fitted.
- Only a single bottle is authorised which shall utilise the supplied bracket securely mounted to the bodyshell incorporating spreader plates under the floor as necessary.
- All lines shall be those as supplied in the kit or appropriate replacement high-pressure steel braided lines.
- Only valves (as supplied in the kit) shall be used.
- Externally the vehicle shall display a 'N₂O' warning label / sticker affixed to the top of the windscreen (passenger side) and on both sides of the vehicle adjacent to the competition number (*refer picture*).



13.3 The tyre tread shall be housed within the vehicles bodywork; this means the horizontal tread surface (road contact area) of the tyre, located vertically over the wheel hub centre must be covered by the bodywork when measured vertically.

13.4 Exhaust waste-gates are considered to be part of the exhaust system hence shall comply with Appendix Two Schedule A, Part One Article 5.2, and are vented beyond the mid-point of the vehicles wheelbase.

13.5 Bonnet vents: Additional vents may be introduced into the bonnet cover provided these are baffled with fine mesh. The bonnet must have an adequate seal at the rear / bulkhead.

13.6 Side Windows: The removal of side window(s) only, for the purpose of ventilating the cockpit is permitted, subject to the following:

- (1)** All apertures adjacent to any occupant must be covered by a window net in compliance with Appendix Two Schedule A, and
- (2)** The method of window net release shall be clearly identified both inside and outside of the vehicle.

Note: *It is recommended that window nets are installed in all apertures where side windows have been removed.*

13.7 Refuelling: must only be performed in the assigned pit / paddock area for the event. Fuel shall only be stored in and dispensed from containers specifically designed for the purpose; this means containers with an integral spout that

directly enters the vehicles fuel tank filler or a mechanical hand-pump with hose that also directly enters the vehicles filler. The use of 'open containers / funnels' are not permitted.

When re-fuelling a fire extinguisher shall be in close proximity.

Notes:

- 1. The Organisers reserve the right to inspect and if necessary approve refuelling equipment prior to it being used.*
- 2. Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*