



Rules and Regulations

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Introduction

Thank you for taking the time to read the rules and regulations. We realise that reading rules may not be as thrilling as drifting but they are necessary to keep drifting safe and fun for everyone. Capital Drift would like to thank all the staff, volunteers, and sponsors that have made Capital Drift possible.

About Us

Capital Drift is an organisation that promotes above all else a safe and fun environment for all participants, attendants, staff, volunteers, and spectators. We encourage anyone that may have any suggestions or comments to please contact Capital Drift at info@capitaldrift.ca

Disclaimer

As a participant at any Capital Drift event, whether as a driver, attendant, staff, or volunteer, you realize that there is risk of serious injury and death in participation. You also understand that all rules for participation must be followed, regardless of your role. All participants are expected to abide by the rules outlined in this document or they may be asked to leave the event and/or suspended from future events. All drivers are responsible for their attendants and transgressions may result in the driver's disqualification, removal from the track, and/or subsequent suspension. Drivers must also be aware that in the event of an accident, Capital Drift reserves the right to remove any incapacitated vehicle in the way they deem appropriate.

Updates

Snell 2010 Helmets or newer required.

Fire extinguishers must be properly fastened and in good working order.

1. Rules and Regulations

Any violation of the rules will result in a verbal warning at a minimum. Depending on the severity of the infraction, immediate dismissal and/or indefinite suspension of the individual(s) involved may result.

I. Participants

All participants, whether they be drivers, attendants, staff, or volunteers, are expected to conduct themselves in a manner that promotes the drifting community in a positive light.

- Participants are required to have read and understood the rules and regulations described in this document.
- Participants are required to wear a pit pass wristband at all times when on the premises. This proves payment and that the liability waiver has been read and signed.
- **Drugs, alcohol, or weapons are prohibited.** Any drug, alcohol, or weapon brought onto the track is grounds for immediate dismissal. Smoking or vaping is not permitted in the pits or the stands.
- Appropriate footwear such as sneakers or boots must be worn in the pits. Open-toed shoes, mules or slides, sandals, flip-flops, high heels, and crocs are prohibited in the pits. Staff may refuse entry to any individual that is improperly attired.
- Unsportsmanlike conduct and verbal or physical abuse towards other participants or Capital Drift staff is not tolerated and is grounds for immediate dismissal.

- Participants are expected to respect the track and the privilege we have been given. Please use the provided garbage cans and recycling bins to dispose of your waste.
- Pit areas must be cleaned at the end of every event. Drivers who leave their pit area in disarray will incur a 20\$ surcharge at their next attendance.
- Crossing the track is not permitted unless expressly authorized by a staff member.
- Participants are required to report any and all injuries to staff and volunteers and must submit to a check by the medical attendants.

1. Minors

Individuals under the age of **19** must provide a parental consent waiver signed by their parent or guardian to be permitted in the pits. The parental consent waiver is kept on file for one season (February-November) and is available online or at the gate. New forms must be signed each season. Individuals under the age of **16** are not permitted in the pits.

2. False Information

Any participant that deliberately provides false information including name or date of birth will be indefinitely suspended from all Capital Drift events. Photo identification must be provided upon request.

3. Pets at the Track

Pets are not allowed in the pit areas (including vehicles) and cannot be left in the stands unattended. Capital Drift recommends that all pets be left at home.

II. Drivers

All drivers are expected to conduct themselves in a respectful manner. Drivers are responsible for the conduct of their attendants, including crew members and guests, and may suffer penalties as a result of their conduct.

- Drivers are expected to respect the track and its surrounding area by following all posted speed limits and keeping noise to a minimum. Please promote drifting with respectful driving and being considerate of our neighbours.
- Burnouts, e-brake slides and aggressive driving are prohibited in the pits and the parking lot.
- All driving is first come, first served. Late arrivals are not guaranteed entry or extra runs.
- Drivers meetings are **mandatory** for all drivers. Drivers who miss the meeting cannot drive until given explicit permission by Capital Drift staff.
- The speed limit is 15km/h in the pits. The pits are a busy place; please be careful.
- Drifting into the pits is prohibited.
- Drivers are responsible for their assigned pit area. Any area found in disarray at the end of the day will result in a \$20 surcharge to the driver at their next attendance. Repeat offenders will be suspended. Please help us keep the track clean.
- Any unauthorized entry onto the track will result in disqualification, dismissal, and/or suspension.

1. Etiquette

While driving, drivers should be aware of all the cars around them. Drivers should not follow other cars too closely: follow other drivers at a respectful distance unless given prior approval by the other drivers. Please respect the other drivers' vehicles.

- Leave the key to your vehicle in the ignition at all times. It may need to be moved while you are away.
- During staging, promptly move your car up while the line moves.
- Prepare for competition phases in advance and be ready to go when you are called to the line. This will ensure a maximum amount of runs for everyone throughout the day. This is especially vital during competition.
- Know the course and drive it properly. Pay attention during the drivers meeting and ask questions if you need something repeated or clarified.
- If you spin, regain traction and complete the course as soon as possible.
- If the driver ahead of you spins, do not drift around them. Safely slow down and pass.
- All repairs are to be made in your designated pit area. Repair of your vehicle on the track or in staging is prohibited.
- Stay in your vehicle in the event of a crash until staff and medical attendants reach you, unless your car is on fire or upside down. Use your fire extinguisher if necessary.
- If you require assistance on the track, do not exit your vehicle. Staff will see that your vehicle is immobile and will come to your assistance when we can reach you safely. Remember, you are on a live racetrack.
- All occupants, including passengers, must keep all their body parts inside their vehicle at all times while the vehicle is in motion. Taking selfies out the window is not permitted.

2. Flag Signals

Capital Drift uses a variety of flags to give drivers and staff signals. If at any time any flag is being pointed at your vehicle, slow down and pull into the pits. Chances are there is something wrong with your vehicle.

- **Green Flag:** This gives the all clear. You can start your run or continue if you had been stopped during your run.
- **Yellow Flag:** This is the caution flag. Slow to 15km/h and be cautious when driving or stopping. Either someone has spun out, crashed, or pedestrians are about to cross.
- **Red Flag:** This is the all stop. An accident has occurred or pedestrians have illegally/accidentally entered the track. Stop your car as quickly and safely as possible.

III. Technical Requirements

These are the requirements your vehicle must meet in order to participate at Capital Drift events. Any driver who has any questions or concerns about their vehicle are encouraged to contact Capital Drift at: info@capitaldrift.ca

- A helmet with a minimum **Snell 2010** rating is required for all drivers and passengers. Full-faced helmets are highly recommended. Any helmet found to not meet the minimum requirements will be confiscated for the remainder of the day. Capital Drift is not responsible for any helmet not recuperated at the end of the day.
- A fire extinguisher (minimum **5BC**) must be installed and fastened in every participant's vehicle. The fire extinguisher must be accessible while seated and buckled in the driver's seat. Fire extinguishers cannot be fastened with plastic brackets, cannot be fastened to dashes and must be fastened securely. The fire extinguisher must be in good working order.
- Vehicles damaged over the course of an event may only operate subject to re-inspection by a Capital Drift technician.

1. Brakes

- All vehicles must have at least 3mm of brake pad left for calipers, and 1.5mm for drums.
- Rotors and drums must be in good working condition.
- All brake components must be free of leaks.
- Brake master must have fluid that is not overly opaque.
- All vehicles must have a secondary braking system either in the form of a mechanical parking brake or a completely separate secondary hydraulic system (e.g. dual calipers).

2. Convertibles

- Convertibles must have a minimum 4-point roll bar that meets or exceeds **SCCA National Solo Rules roll bar standards**. Please have an inspection hole of at least 3/16" drilled in a non-critical area of the roll bar to facilitate wall thickness verification. [APPENDIX C - SOLO® ROLL BAR STANDARDS](http://cdn.growassets.net/user_files/scca/downloads/000/019/026/2017-01-17-appendix-C-roll-bar-standards.pdf?1484693531). http://cdn.growassets.net/user_files/scca/downloads/000/019/026/2017-01-17-appendix-C-roll-bar-standards.pdf?1484693531

3. Roll Cages

- All vehicles equipped with a roll cage must be equipped with roll cage padding anywhere a driver's or passenger's helmet may come in contact with roll cage components.
- It is highly recommended that any vehicle equipped with a roll cage have its occupants use a **SA2010** certified helmet (at a minimum).

4. Electrical

- Batteries and their supports must be firmly attached. Bungee cords or ratchet straps are not acceptable. *This is the most commonly failed requirement.*
- The positive terminal of the battery must be isolated.
- Large gauge positive wires running through the firewall must be properly sheathed and protected either by a grommet in the firewall, cable protector, or bulkhead fitting.
- All vehicle batteries relocated from the factory designated location must have a fuse and/or breaker located at least 12" from battery.
- Any and all extra wires added to the battery must be fused.

5. Engine

- All engine components must be fastened and installed correctly.
- Engine must be free of all fuel leaks.
- Hydraulic clutch, if present, must be free of all leaks.
- Continuous leaks are prohibited. Please keep your engine free of all oil and coolant leaks prior to inspection.
- Please have a clean engine bay for inspection. Engine bays with excessive oil and grime may not pass inspection due to being unable to identify leaks.
- Starter must be in working order. Vehicles that need push starting are not permitted.

6. Exhaust

- Vehicles whose exhaust noise is found to impede staff communications will be given a warning to remedy the problem. Vehicles generally fail this requirement if they have no muffler.
- Exhaust must be diverted out of the engine bay and away from the vehicle.
- Turbo vehicles must have a minimum of one(1) muffling device in the exhaust system. Naturally aspirated or supercharged vehicles must have a minimum of two(2) muffling devices in the

exhaust system. A **muffling device** is defined as a muffler, resonator, catalytic converter, silencer and a turbocharger.

- Drivers may challenge the muffling device minimum requirement at their own risk.
- Capital Drift reserves the right to require additional muffling devices be installed to any vehicle based solely on exhaust volume, even if they comply with the above requirements.
- Capital Drift reserves the right to refuse entry to any vehicle based solely on exhaust volume, even if they comply with the above requirements.

7. Exterior

- Windshield must be free of any obstructions that could impair vision. Excessive cracks and stickers are prohibited.
- All body panels must be secured to the vehicle at all times. Any vehicle found with loose panels and accessories will be taken off the track until the problem is addressed.
- No vehicle is to have protruding metal. Approval for some components (e.g. bash bar) will be given on a case-by-case basis.
- All vehicles must have operating brake lights.
- All vehicles wishing to operate during Monday Night Practices must have functional headlights.

8. Interior

- Steering wheel must be secured properly. Loose hubs and wheels are not permitted. Steering wheels that bend under normal operation or that are cracked are also prohibited.
- Vehicles are recommended to have a functioning horn.
- Seats and their rails must be fastened properly at all four corners.
- Seatbelts must be in good working order.
- Harnesses are prohibited unless installed correctly. Please use stock 3-point belts unless a proper harness bar is installed. Improper installation of harnesses will result in driver injury. Refer to the [Schroth Competition Harness Instructions](http://www.schrothracing.com/docs/Competition_Instructions.pdf) for proper harness installation.
http://www.schrothracing.com/docs/Competition_Instructions.pdf
- Interior must be free of sharp corners and protruding objects.
- Interior must not have holes with access to moving drivetrain parts.
- Interior must have a continuous firewall which seals the engine bay from the engine compartment.
- Interior must not have multiple or excessively large shifter holes.
- Interior must not have any holes or excessive corrosion in structural areas of the vehicle. (e.g. seats, floor pans, seat belt, etc.).
- Door handles must properly function inside and out for both driver and passenger side doors.
- All interior accessories, such as speakers and subwoofers, must be firmly secured.
- No loose objects are permitted inside the vehicle.
- Fuel lines must be outside of the passenger compartment.

9. Suspension

- All suspension components must be fastened correctly and free of defects.
- Cut springs must not be able to freely move during vehicle operation.
- Wheels must be able to freely move during vehicle operation. Please allow enough room for suspension and steering travel.

10. Steering

- Power steering lines must be free of leaks. Leaks to the pressure lines are prohibited.

- All steering components must be in good working order.
- Modified steering components must be reported to staff for inspection. This includes knuckles, control arms, and rack spacers.

11. Wheels

- Wheels must be in good condition and free of any cracks and defects.
- Please use the correct style lug nuts for your wheels. Incorrect use of lug nuts is prohibited.
- Your wheel must be secured by all the available wheel studs and lugs. Missing lug nuts and studs are prohibited.
- Aluminium lug nuts are prohibited.
- Front tires must have a minimum of 4/32" of tread. Competition tires may be acceptable upon inspector's judgment.
- Front tires must be in good condition, with no cracks or damage to the side walls. Patches to the sidewall are prohibited.
- Front wheels must be free of any damage that may cause the tire from suddenly losing pressure.

2. Competition Format

Throughout the year there will be several events. Each event will have a qualifying session and an elimination session. Drivers' scores over these events are tallied to determine the season's overall winners.

I. Judging

Three judges will be presiding at each event. Drifting is different from many other motorsports, as the drivers do not compete to cross the finish line first, but to outperform the other drivers. In each elimination round, drivers compete in pairs and are given two tandem runs. The first run has one driver leading and the other following, and the next run has them switch positions. The leading driver chooses the line, angle, and speed of a given corner, and the following driver must imitate or improve on that particular drift. The judges determine the victor based on four factors, listed below.

1. Line

The line is the path chosen by the driver to follow. It sets the overall flow of the drift and is a large determining factor for judging. The line chosen by the driver to follow during a drift must be smooth and continuous. Transitions should also be smooth and controlled regardless of speed. If clipping points are used, well-executed lines that are closer to a clipping point will be scored higher. If a clipping point is not present in a corner, then the extremities of the track should be used as such.

2. Angle

Angle is what separates drifting from normal driving. During a drift, the driver should angle their car relative to their chosen line, and maintain that angle for the duration of the drift. Note that the ideal angle is not the maximum angle the competitor's vehicle can produce. The ideal angle is the largest angle that the driver can maintain with as few corrections as possible. It is also important to have a good balance between angle and speed, as taking a large angle can often reduce the speed the driver is able to produce and how smooth their line can be.

3. Speed

Drivers are judged on the amount of speed their vehicle is able to produce and maintain throughout their run. Note that, in addition to attempting high speeds, the driver must execute all drifts with a smooth and continuous line and with a good angle.

4. Overall Impact and Style

Each driver has a personal style that is reflected in their driving techniques. They are taken into account as some styles can be more exciting and show the driver's ability to impart their energy onto others.

5. Other Competition Rules

- Drivers who spin out forfeit the win to the other driver.
- Drivers who "grip up", i.e. losing all angle and driving normally through a turn, do not forfeit the win to the other driver. While gripping up is sometimes used as a factor to determine a winning driver, it does not guarantee a win for the opposing driver
- Drivers who crash do not forfeit the win to the opposing driver.
- Drivers who hit a wall do not forfeit the win to the opposing driver, but this is frequently a determining factor of who wins.
- In the event of a tie, both drivers will complete another pair of runs.
- Passing is prohibited.
- Manji-ing during the first corner entry is prohibited. This can endanger the tandem partner and increase chance of errors.
- Brake checks are prohibited. Applying brakes aggressively during your leading run to confuse or throw off the following driver will result in disqualification.

6. Qualifying

Qualifying is judged in the same manner as tandem runs, except drivers are sent out individually. Instead of being judged for the entire run, drivers will be informed of the judged corners and will be scored on each one. Each corner has a maximum score of five. A zero is awarded for a spin-out, grip up, or crash, and a five is awarded for a perfect run. The highest scoring qualifying totals for each competitor will be used to determine the seeding of the tandem elimination bracket.

7. Judgments

All judgments are final. Drivers may inquire as to the reasons of the judgment once the event is over and all drivers have finished competing. Drivers are prohibited from approaching the judges during an event.

II. Series Point System

These are the points awarded at the end of each event. All the points are tallied at the series finale to determine the series champion.

| 1 st | 2 nd | 3 rd | 4 th | 5 th to 8 th |
|-----------------|-----------------|-----------------|-----------------|------------------------------------|
| 8 points | 6 points | 4 points | 2 points | 1 point |

TABLE 1 - SERIES POINT DISTRIBUTION