



Drifting Regulations 2008



National Drifting Regulations

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These regulations are intended to assist in the conduct of Drifting events.

ASN Territories and regions may adopt these regulations for use within their jurisdictions. By so doing they assume sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from the publication of or compliance with these Regulations.

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ASN Canada FIA is the governing body of motorsport in Canada appointed by the Fédération Internationale de l'Automobile

Contents

1. National Drifting Regulations	4
2. Terms of Reference	4
3. Supplementary Regulations and Event Flyers	5
4. Organizer's Documentation	5
5. Insurance.....	5
6. Waivers.....	5
7. Incident Reports.....	6
8. Event Operation Guidelines.....	6
9. Course Design and Safety.....	7
10. Vehicle Noise Limitations.....	8
11. Driver Eligibility	8
12. Passengers.....	8
13. Helmets	8
14. Seats and Seat Belts	9
15. Roll Over Protection – Roll Bars and Roll Cages'	9
16. Vehicle Requirements.....	10
17. Vehicle Preparation Checks	11
18. Event Format	11
19. Basis for Scoring.....	12
20. Suggested Guidelines for Scoring	13
21. Judging	16

1. National Drifting Regulations

- 1.1. Drifting Event: An event held on a paved, flat surface on which the course consists of straight sections and connecting turns, generally resembling a portion of a road course. The course should be defined so that memory is not required to follow it. Drifting is an activity designed to be undertaken at relatively low speed in which the objective is to produce as much yaw as possible from the vehicle whilst demonstrating the driver's ability to control the direction and speed of the vehicle around the predetermined course. Competitors are judged on controlling speed, angle and line in a fluid motion.
- 1.2. ASN Canada FIA (ASN) reserves the right to alter these regulations at any time. Such alterations or additions will be published in the form of revised regulations or bulletins. Changes to these regulations become effective on the date issued.
- 1.3. Questions concerning clarification of these regulations should be directed to the ASN National SoloSport Committee chairperson through the ASN office.
- 1.4. These regulations were established by ASN and are intended to assist in the orderly conduct of SoloSport events and to further participant and spectator safety.
- 1.5. ASN does not represent or intend that a vehicle prepared according to these regulations will meet any Federal or Provincial motor vehicle regulations or local highway traffic laws.
- 1.6. At all times, it is entirely the entrant's/driver's responsibility to ensure that any vehicle operated on public roads is in compliance with all applicable federal and provincial motor vehicle regulations and local highway traffic laws.
- 1.7. The text of these regulations was originally drafted in English and may be translated into other languages. In case of a dispute between the English text and any translation, the English text shall prevail.
- 1.8. By participation in these events, all participants are deemed to have agreed to be bound by these regulations. The interpretation of these regulations by ASN officials shall be final and binding.
- 1.9. All participants, members, clubs and officials of ASN hereby agree that: Determinations by ASN officials are non-litigable.
- 1.10. Litigation shall be not initiated against ASN, ASN territories, their members or officials to reverse or modify results of such determinations or to seek to recover damages or other relief allegedly incurred or required as a result of such determination. Should a person initiate or maintain litigation in violation of this provision, that person agrees to reimburse ASN for all costs associated with the legal action.
- 1.11. Go-karts, motorcycles, pocket bikes and non-motorized vehicles are not permitted. The Organizer reserves the right to refuse the entry of any vehicle or participant.
- 1.12. Driver help is essential for the success of events. Organizers may require drivers to marshal. Drivers who do not fulfill requested duties may be excluded from the event.

2. Terms of Reference

ASN:	ASN Canada FIA
BSI:	British Standards Institution
DOT:	Transport Canada

www.asncanada.com
www.bsi-global.com

FIA:	The Fédération Internationale de	www.fia.com
GCR:	General Competition Regulations	
SCCA:	The Sports Car Club of America	www.scca.org
SFI:	SFI Foundation	www.sfifoundation.com
Snell:	The Snell Memorial Foundation	www.smf.org

3. Supplementary Regulations and Event Flyers

3.1. Event Supplementary Regulations and the Event Flyer shall contain:

- The words "sanctioned by ASN CANADA FIA";
- The statement: "Held under the ASN SoloSport GCRs, ASN National SoloSport Regulations and/or (if applicable name of ASN Territory) SoloSport Regulations";
- The names of the event and organizing club;
- The name, address telephone number and email address of the Organizer or alternate club contact;
- The names and contact information for the Clerk(s) of the course;
- Date and location of the event;
- The hours of registration, technical inspection, drivers' meeting, event schedule
- The entry fee schedule;
- Classes of vehicles, if any;
- Any vehicle noise level restrictions;

3.2. Supplementary Regulations are to be posted at the event and participants are to be made aware of them at the Drivers' Meeting.

4. Organizer's Documentation

4.1. The Organizer should display the following items at a central and easily accessible location, e.g. registration area or the same location where run groups, marshaling assignments, and scoring are posted.

- Insurance certificate;
- Copy of Supplementary Regulations;
- List of officials.

5. Insurance

5.1. The organizer must purchase event insurance coverage from ASN.

5.2. Organizers and participants are cautioned that participants in drifting events will not be covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken.

6. Waivers

6.1. The age of majority is that of the province in which an event takes place.

6.2. All drivers, officials, workers, volunteers and passengers must read and sign the ASN insurance waiver before being allowed into a restricted area (e.g. marshal post or other non-public area).

6.3. All drivers and passengers under the age of majority must have a current ASN Canada FIA Annual Parental Waiver signed by a parent/guardian and must also sign the ASN Canada FIA Minor

Participant Waiver.

- 6.4. ASN waiver forms may be downloaded from www.asncanada.com and printed by the Organizer(s) for use during an event. Care must be taken to ensure all words on the printed copies are clearly legible.
- 6.5. All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.
- 6.6. In the registration process, individuals responsible for the waiver are to maintain the waiver under their control at all times and sign the witness section as each participant signs the waiver.
- 6.7. Completed waivers must be retained in a safe place by the Club secretary for a period of seven years.

7. Incident Reports

- 7.1. All accidents, injuries, incidents and impacts or damages occurring during the event are to be reported by faxing a completed ASN Canada FIA Incident Report Form to the ASN Canada FIA office within forty-eight hours of the conclusion of the event.
- 7.2. An Incident Report is to be completed for every accident, whether or not a claim is anticipated. Organizers should download and print the Incident Report form from the ASN Canada FIA website.
- 7.3. Incident Reports should be completed in full following the instructions in the form, with as many details as possible, including names and addresses of any witnesses or injured parties as well as medical treatment provided, details of any video tapes and photographs that may have been taken, etc.
- 7.4. The original Reports should be faxed and mailed to the ASN Canada FIA office.

8. Event Operation Guidelines

- 8.1. Adverse Weather Conditions - An event shall proceed as scheduled regardless of weather conditions on the day of the event unless such conditions are so severe as to make it unsafe to conduct the event.. Such conditions may include, but are not limited to, flooding, tornadoes, etc.
- 8.2. Alcohol and Narcotics Policy - Competitors and their crews, and all officials are prohibited from consuming drugs or any beverages containing alcohol immediately prior to, or during the conduct of the event. Pharmaceutical drugs that may affect normal alertness are also prohibited.
- 8.3. There shall be a Clerk of the Course who has overall control of the event and who shall be in direct contact with the marshal stations.
- 8.4. Drivers' Meeting – Must be held prior to the start of any judged sessions to inform drivers of: locations of all marshal and flagging stations, run procedures, order of running, start and stop procedures, and other pertinent information. Drivers' briefings must include information on the physical layout of the course, including the judged area and precise details in regard to the way in which the event will be conducted. Attendance at the drivers meeting is mandatory. Any driver who is not present will not be allowed to run and no refund will be given to fees paid. No exceptions.
- 8.5. Worker Stations - Adequate marshaling shall be provided to ensure the safe conduct of the event.. Marshaling stations shall be placed in appropriate locations so as to allow workers an unobstructed view of the course

- 8.6. Workers Responsibilities - Workers will only venture on course to replace or return course markers when no vehicles are on course
- 8.7. Maximum Speed Considerations - The course shall be designed such that maximum speeds on any straight section shall not normally exceed 110km/h for the fastest non-modified car. The fastest portion of the course shall be the most remote from spectators and property
- 8.8. A paddock/parking area is to be provided for the use of participating vehicles and their service vehicles. The speed limit in the paddock is 10 kph. (walking pace)

9. Course Design and Safety

- 9.1. Minimum Standards - These are the minimum requirements only and the organizer of the event may require more stringent precautions.
- 9.2. Organizing an event that complies with these regulations calls for the exercise of prudence, good judgment and common sense. The protection of life and property shall be the prime factors governing all decisions relating to course design and safety.
- 9.3. Course security is a priority. It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area.
- 9.4. Conduct on Course: At no time during a run will any part of the competitor's body leave the vehicle. Doors shall not be opened while the vehicle is in motion. Violation of these rules will result in disqualification and possibly removal from the premises. The Clerk of the Course will adjudicate on dangerous or unacceptable conduct. The Clerk of the Course may exclude offenders from the event or impose some other penalty at their discretion.
- 9.5. Spectators are to be expected, and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be clearly defined and roped/taped off. Uninformed and misguided spectators are to be expected and adequate marshaling provisions must be made to prevent them straying onto the course. It is important that spectators be kept a safe distance from the course, particularly at the outside of turns and at the start/finish area.
- 9.6. The course shall be clearly defined and shall be amply demonstrated so that all competitors fully understand the direction of travel through the course from start to finish.
- 9.7. Caution and proper attention must be given to the location of property which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, and the like should all be carefully considered. Any course running directly at a building must deviate away from said objects. At no time should a course run within twenty (20) meters toward any buildings or spectator areas.
- 9.8. Surfaces must be paved and in good condition. Gravel or any type of non-stable, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be avoided.
- 9.9. Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc.
- 9.10. Certain parts of the layout will be designated "no drift zones". These may include entry/exit areas and other areas at the discretion of the organizers.
- 9.11. Consideration should be given to competitors' safety when choosing a course. Where possible,

locations with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car should be avoided. The outside edge of a course should not pass closer than eight meters from any permanent object such as a lamp post, planter, curb, or tree.

9.12. Minimum Dimensions - Minimum gate width shall be no less than five (5) meters wide as measured between the base of the course markers.

9.13. The running of more than one car at a time is not permitted.

10. Vehicle Noise Limitations

10.1 Adequate muffling devices must be installed on all cars with a sound level to a maximum of 96 decibels unless there is a higher alternate noise limit for that facility/track listed in the supplementary regulations.

10.2. Measuring shall be done from a distance of fifty feet from the vehicle wherever safe to do so.

11. Driver Eligibility

11.1. All drivers' must hold current provincial or state drivers' licences.

11.2. The driver is responsible for the conduct of their crew and guests.

11.3. The driver must be the registered owner of vehicle he/she is campaigning or must present written consent from the registered owner.

11.4. Footwear - All competitors, workers, and other participants shall wear appropriate footwear that fully covers the foot while driving and working on the course. Appropriate footwear does not include sandals, slippers, open-toed shoes, etc.

12. Passengers

12.1. Passengers are NOT allowed during any judged competition runs. One passenger is allowed during non-competition runs.

12.2. Passengers may occupy the front passenger seat only.

12.3. Passengers must wear personal safety equipment as required for the driver.

12.4. Passengers must keep hands and arms inside the vehicle at all times.

12.5. Minors between sixteen and the age of majority participating as drivers can ride as passengers.

12.6. Minors not participating as drivers may ride as passengers provided that:

- they have the consent of the organizer;
- they are at least 12 years old;
- the vehicle is being driven by their parent or guardian.

13. Helmets

13.1. Drivers and passengers must wear helmets during all track sessions.

13.2. Acceptable helmets:

- FIA 8860-2004
- Snell 2000 or newer SA, M, K

- SFI Foundation 31.1A or 31.2A
- British Standards Institution BS 6658-85 type A/FR

13.3. Helmets homologated to Snell M or K standards are not acceptable for use in vehicles equipped with roll cages.

13.4. Helmets must be in good condition both inside and outside. Helmets showing evidence of damage will not be allowed.

14. Seats and Seat Belts

14.1. Original equipment seats and replacement competition seats should be installed according to the manufacturers' specifications.

14.2. All participants must wear seat belts during all track sessions.

14.3. Should the original equipment seat belts be replaced, the replacement seat belts (safety harness) should have a minimum width of 51 mm (2 in.) and must meet the standards of the FIA or SFI.

14.4. The material of all straps shall be Dacron or nylon and in new or good condition.

14.5. All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 51 mm (2 in.) and a minimum thickness of 4 mm (0.15 in.).

14.6. Original equipment seat belts and racing safety harness restraint systems should be installed according to the manufacturers' specifications.

14.7. An original equipment three point seat belt system is acceptable for vehicles equipped with/without roll bars except 'Modified' vehicles.

14.8. The lap belt portion of a racing safety harness is permitted when used in conjunction with the shoulder strap of the original equipment seatbelt.

14.9. "CG Lock" or similar devices that lock the lap belt portion of the original equipment seat belt in place are also permitted.

14.10. A five or six point racing safety harness is required for any Modified category vehicle equipped with a roll cage, as per section 10 of the 2007 ASN Canada FIA Autoslalom regulations. (as published on www.asncanada.com)

15. Roll Over Protection – Roll Bars and Roll Cages'

15.1. Roll-over protection guidelines can be found in Appendices "C and "D" of the 2007 ASN Canada FIA Autoslalom regulations. (as published on www.asncanada.com)

15.2. Roll Over protection installations are subject to the inspection of the Chief Scrutineer.

15.3. Roll over protection is required for C & D modified vehicles having 16 preparation points or more, as per section 10 of the 2007 ASN Canada FIA Autoslalom regulations. (as published on www.asncanada.com)

15.4. Roll-over protection is highly recommended for all open vehicles. Event supplementary regulations may require roll over protection for open top vehicles (convertibles).

16. Vehicle Requirements

- 16.1. Vehicles must meet the following basic requirements:
- 16.2. Have a wheelbase of 183 cm (72") or longer; front and rear tracks of 107 cm (42") or wider. The maximum permissible height of competing vehicles is 160 cm (63 inches).
- 16.3. Have four road wheels, not in a line, of 10" diameter or larger. and four pneumatic tires in good condition, having no blemishes or under tread material showing and a proper working tandem (or dual) hydraulic braking system for all four wheels that can only be operated by a single purpose control.
- 16.4. The vehicle must be production based and retain the original unibody.
- 16.5. Use only pump fuel from roadside gas stations, specially blended un-leaded gasoline for racing cars, diesel fuel (including biodiesel), or fuel containing ethanol. Auxiliary sources of fuel of any kind are prohibited.
- 16.6. Have an operational, on board self-starter and shall be able to idle on the grid (e.g. without overheating) for reasonable periods of time without affecting the conduct of the event.
- 16.7. The engine must drive the rear wheels only.
- 16.8. The battery must be securely attached to the vehicle and must have the positive terminal insulated with a non-conductive material. Wet cell batteries moved from their original location must be housed in a non-conductive marine type container and be secured to the chassis or structure independent of the container. NOTE: Gel-cell batteries are allowed without requiring the marine type container.
- 16.9. Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, must be removed;
- 16.10. The coolant system must incorporate a coolant catch tank.
- 16.11. Crankcase breather tubes must vent into a catch tank.
- 16.12. Engine, suspension, chassis, drivetrain modification are unlimited.
- 16.13. Tube frames and tube extensions are not allowed.
- 16.14. Interior trim may be removed; however the factory dash or factory style dash must be retained.
- 16.15. Windshields and all other windows must be free of cracks or damage which would impair the vision of the driver.
- 16.16. Side windows may be closed or open according to the competitor's preference.
- 16.17. On-board Cameras - The mounting of on-board or in-car cameras is allowed providing the method of mounting satisfies the following conditions:
 - 16.17.1. The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and
 - 16.17.2. Secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails.
 - 16.17.3. All remote apparatus such as battery packs, remote recording and/or transmitting devices shall be secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable

during inspection.

- 16.17.4. All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized or, failing that, contact shall only cause minimal damage. Final approval of camera mounts rests with the safety inspector under consultation with the Steward

17. Vehicle Preparation Checks

- 17.1. Competitors should insure the following items have been checked on their vehicle prior to presenting it for scrutineering. During Scrutineering, scrutineers may verify competitors have complied with any of the following requirements:
- 17.2. Confirm brake pedal has solid feel and does not sink to the floor. Brake (and clutch where applicable) fluid must be sufficient in the master cylinder reservoir and no leaks must be present when the system is pressurized. Brakes must operate on all four wheels.
- 17.3. Confirm throttle return is safe and positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.
- 17.4. Confirm loose items are removed from the interior of the vehicle. Driver's floor mat shall be removed or relocated so that it cannot possibly interfere with the operation of the pedals.
- 17.5. Confirm the wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units.
- 17.6. Confirm wheel bearings and suspension components are functional and in good operating condition suitable of solo event conditions.
- 17.7. Confirm battery is securely mounted and conforms with requirements in section 16.8 above.
- 17.8. Tire Condition - Each tire must have measurable tread depth as described in this provision. Measurable tread depth must be a minimum of 3/32 inches. R compound tires are not allowed. Competitors must bring at least a minimum of 2 extra wheels and tires. The measurement points must be within tread grooves along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. Tires may not be regrooved or recapped in any way. The Competitor is required to compete on the inspected tires. Failure to do so shall result in refusal of entry or disqualification. Tires may not have cord visible at any time during competition, even if previously approved at scrutineering inspection.
- 17.9. Tonneau Covers - Tonneau covers must be removed.

18. Event Format

- 18.1. The object of the competition is to drive the vehicle so as to reach and maintain the highest possible yaw angle without losing control of the vehicle in a forward direction and to achieve that yaw angle according to the criteria set down for judging.
- 18.2. Car Limits - A competitor may not register more than one car for each event. A competitor experiencing a mechanical failure such that it renders his primary vehicle inoperable may petition the event organizer to compete in an alternate vehicle.* (*Competition only)

- 18.3. Competitor Limits - There shall be not more than two drivers per car.
- 18.4. Classes – The organizers may allocate classes within a particular event to delineate groups of appropriate competitors. Eg Stock to Modified. Competitors will be advised if any classes apply to an event in the Supplementary Regulations.
- 18.5. Practice Runs – Practice runs will be scheduled by the organizers. Practice runs will not be judged, and thus mistakes or good performances by competitors will not count towards their order of merit. Practice is strictly an opportunity for competitors to familiarize themselves with the layout of the course and to appropriately tune their cars and test their driving ability. The area established for practice must always include the entire judged area, and may also include additional areas. There shall be a minimum of two (preferably 3) practice runs for each competitor prior to the judged runs at each event.
- 18.6. Official Number of Rounds - There shall be a minimum of two (2) judged rounds with one run for each competitor in each round. If more than two rounds are scheduled, a determined number of competitors with the highest scores will move on to the subsequent elimination rounds.
- 18.7. Elimination Rounds - The number of elimination rounds will be indicated at the drivers' meeting. The number of competitors from each round that will advance to the next elimination round will be indicated at the drivers' meeting. The highest score in the last round will be the winner.
- 18.8. Re-runs - Re-runs shall be granted only for hazardous objects on course or the judges' inability to declare a winner. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs and may be considered sufficient cause for disqualification.

19. Basis for Scoring

Events will be judged AT LEAST by the following criteria:

- 19.1. Angle – The angle of rotation of the vehicle relative to its direction of travel, as well as the competitor's ability to sustain this angle for as long as possible. Particular emphasis is placed on the competitor's ability to:
 - 19.1.1. Yaw entry angle into a corner
 - 19.1.2. Link corners using a consistent series of drifting motions
 - 19.1.3. Generate angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner.
 - 19.1.4. Maintaining a wide angle of drift for long periods.
 - 19.1.5. Ability to control vehicle when maximum amount of opposite lock is used.
- 19.2. Speed – The speed that the competitor's vehicle maintains
 - 19.2.1. Entering a corner.
 - 19.2.2. Through a corner.
 - 19.2.3. Through the entire judged area.
 - 19.2.4. Maximum points will be awarded to the competitor whose vehicle maintains a consistent high speed yaw angle. (Relative to the radius of the corner).

- 19.3. Line – How closely a competitor's vehicle is able to follow what would be a traditional racing line in grip racing. Maximum points will be awarded to competitors who 'clip the apex' of each corner, following a traditional racing line through the entry and exit of turns. Points will be deducted from competitors who fail to keep within the track edges while drifting. Additionally, the race line will consist of inner clipping zones, outer clipping zones, and transition zones.
- 19.3.1. Inner Clipping Zones are points on the course where a driver's score will be determined by how close the nose of the vehicle's front bumper clears the zone.
- 19.3.2. Outer Clipping Zones are points on the course where the driver's score will be determined by how close the corner of the vehicle's rear bumper clears the zone.
- 19.3.3. Transition Zones are points on track where the direction of the line changes and vehicles must shift the direction of their drift from one direction to the other. Scoring will be based upon the execution of the transition.
- 19.4. Impact – Impression of the run by the judges. If the competitor impresses the judges with his car control and overall run, extra points can be added to his score. These points may also be used to break ties.
- 19.5. Any additional criteria will be communicated to competitors at the drivers' meeting.

20. Suggested Guidelines for Scoring

- 20.1. A driver's entry is the most important element in determining a driver's performance during the run because it entails all 4 of the judged criteria. The entry may affect a large portion of the driver's total score. A sub par entry generally results in a domino effect that affects the entire run. Drivers will usually have to spend the rest of the course correcting their errors. Scoring is based on how a driver uses the given line to initiate the drift in such a way that it will cause minimal loss in speed and require minimal brake, throttle, and steering corrections throughout the rest of the course.
- 20.2. Angle: 30 pts
- 20.2.1. Drivers should maintain the highest angle the car is mechanically capable of and control the vehicle throughout the course of the run. The angle of the vehicle will be judged throughout the entire course from initiation to the end. When initiating for the first corner the car should be fully drifting at or before the turn in point and well before the clipping point. The sooner a driver initiates before the first turn in point the better. If a vehicle spins, or loses its drift during the run, points will be deducted.
- 20.3. Speed: 30 pts
- 20.3.1. How hard and fast the drivers attack the course will affect their points in this category. Drivers must optimize and maintain their speed as they enter and exit corners as they make their way through the course. This not only refers to actual speed, but also to the speed the individual car is capable of and the drivers' ability to enter the corner at full throttle and power through the clipping points at full throttle. The "powering through the clipping point" will show the judges that the driver has set up the angle, speed, and drift properly in anticipation of the clipping point and that he/she does not have to correct their position by lifting off the throttle at the last minute.
- 20.3.2. Speed will be judged at the following points:

- 20.3.2.1. Entry - Controlled full throttle and pushing the limits of the particular car setup.
- 20.3.2.2. Clipping Point - The driver should 'power through' the clipping point maintaining or increasing the throttle from the entry.
- 20.3.2.3. Corner Exit - The driver should exit the corner at the same speed he/she entered and ideally be gaining speed and accelerating away from the clipping point.
- 20.3.2.4. Transitions - The driver should execute transitions in a smooth and controlled manner. The driver should not need to lift the throttle in order to force the car to switch over.

20.4. Line: 30 pts

- 20.4.1. The driver must stay on the correct path on the course. Straying too far from the official race line will result in points being deducted from this sector, relative to how far the drivers are off, from the inner and outer clipping zones. Anything more than three (3) feet away from the zones, will result in points will be deducted. Hitting the clipping zones too early or too late will also result in points being deducted.
- 20.4.2. The manner in which a driver "attacks the line" is very critical. Attacking the line is determined by how aggressive a driver's initiates and follows the official line while coming as close to the clipping points as possible.

20.5. Impact 0 – 10+ pts

- 20.5.1. Impact is the category in which drivers may gain points. This would depend on how much they impress the judges and audience with the display of their skill and car control. For example, if a driver performs a 90 point run and the entry was very impressive, extra points will be added to the total score depending on the judge.

20.6. Points Deductions

- 20.6.1. 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 Stewards and Clerk of the Course as appropriate.
- 20.6.2. A points-deduction scoring system where every driver will start their judged run with a perfect score of 90 points is used. Judges will be deducting points from 90 as drivers make mistakes during a run. Deductions will start at 0.25 point and up (ie. -1.75). Impact will be added in 0.25 points increments.
- 20.6.3. Spinouts: Anytime a driver spins out an automatic score of 0 will be given for that run.
- 20.6.4. Loss of Drift: When a driver performs a major under steer or completely loses their drift, points shall be deducted for that sector of the course in proportion to the severity of the loss of drift.
- 20.6.5. Off Course: Unless specified otherwise during meetings, if at any time 2 tires are off the marked course during a run, the driver will be given a score of 0. Hitting an Inner or Outer Clipping Cone with anything other than the driver's bumper will be counted as 2 tires off course and is considered a score of 0. (ie. hitting the cone with the rear tire, door, etc.). Every track varies so the judges will specify the areas that are considered as off course during the drivers' meeting.

20.6.6. Using the 'Dirt Drop' technique is prohibited and any time a dirt drop is performed during a run the driver is considered off course and will be given a score of 0.

20.6.7. Unless specified otherwise during meetings, if a car deviates from the course so that all four wheels are off the paved surface that driver will score zero for that run, and may receive a DSQ from the event and will no longer be allowed to run that day at event organizers' discretion.

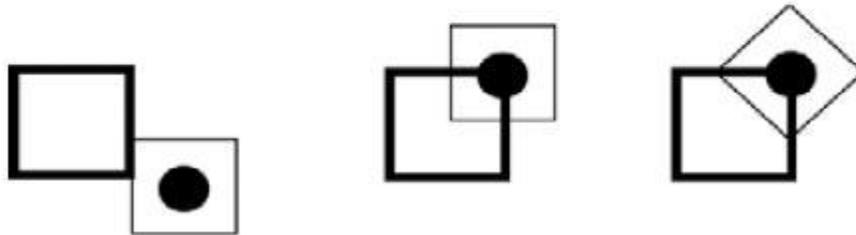
20.6.8. Clipping Zones: All inner and outer clipping zones will be marked visibly by cones or something similar. Competitor's bumpers must pass within three (3) feet of all clipping cones on course. Any distance greater than three feet will result in a points deduction in proportion to the distance from the clipping cone.

20.6.9 Pylon Penalties: If a Clipping Cone is hit but remains standing and within or touching its marked location, no points shall be deducted. If a Clipping Cone is hit and is knocked down or out of its marked location, the car is not considered off course however points will be deducted. The image below is to be used to determine if a pylon/cone/course marker has been moved in a way to incur a point penalty. Pylon penalties apply to any upright cone on the course. Pointer cones do not incur points penalties.

Penalty Assessed:



No Penalty Assessed:



- 20.6.10. End of Course: The End of the Judged Area, and the End of the Course, will both be marked by double cones. Drivers are required to end drifting and slow to pit speed at the End of Judged Area cones. Drivers that continue to drift or speed past the double End of Course cones will be given a score of 0.
- 20.6.11. Exit from the Course - If a competitor fails to exit directly from the course via the specified location after completion of the run, his run shall be recorded with a score of 0.
- 20.6.12. Completion of Run - If a competitor fails to complete the entire run, his run shall be recorded with a score of 0.

21. Judging

- 21.1. A minimum of one judge is required, but ideally there should be a panel of three judges. The panel of judges will establish the order of merit of competitors as they traverse the judged area. If there is more than one judge, the organizers will nominate one judge as the head judge. The head judge will use this position to adjudicate in the case of tied scores. Judges are the only persons who may advise competitors on interpretations on the judging criteria.
- 21.2. Judges want to see drivers with total control of their car at all times. Each individual judge will produce a total score for each run a driver completes. The official score of the run is calculated using the average of the 3 judge's marks. The highest score out of the two judged runs is used to determine the driver's final score for rankings. If there is a tie in scores during a competition, the tie will be broken via driver's entry speed of the best run from the Qualifying Round or, if speed measuring equipment is not in use, the driver with the highest score from their lower scoring 2nd run will advance. In the event of a further tie, the head judge will decide which driver advances.
- 21.3. All judging will done from a common vantage point where the judges have a view of the entire course. All judged clipping points should be visible by the judges.
- 21.4. It is required for the Judges to explain and visually demonstrate the official race line that they will be judging against at the drivers' meeting.
- 21.5. Scores shall be based upon the qualitative assessment of judges. Given the subjective nature of the judging, the scoring decisions shall be final.