



**2017 WA Drift Battle Round 1**  
**Sunday, 24<sup>th</sup> September 2017**  
**CAMS PERMIT NUMBER: TBA/2409/01**  
**SUPPLEMENTARY REGULATIONS**

## **CHAPTER 1 – Specific Event Regulations**

### **1.1 Event Title**

The event shall be known as the WA Drift Battle Round 1, to be held at Barbagallo Raceway Wanneroo, Wattle Avenue, Neerabup on Sunday, 24<sup>th</sup> September 2017.

### **1.2 Organisation and Status**

- a) The event shall be held under the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the National Competition Rules (NCR) of Confederation of Australian Motor Sport Ltd (CAMS), the Drifting Standing Regulations, these Supplementary Regulations and any Further Regulations and instructions to Competitors that may be issued.
- b) This event will be conducted under and in accordance with the CAMS Risk Management and OH&S policies, which can be found at [www.cams.com.au](http://www.cams.com.au)
- c) The event shall be a Club Drift event consisting of single and multi-car Drift competition, the action of driving a vehicle in a series of controlled slides throughout a pre-determined circuit, maintaining a standard of control which is judged against preset criteria.

### **1.3 Administration and Event Staff**

<b>Organiser and Promoter:</b>	The WA Sporting Car Club Inc Wattle Avenue, off old Yanchep Rd, NEERABUP WA 6031
<b>Postal Address:</b>	PO Box 267, WANNEROO WA 6946
<b>Phone:</b> 08 9306 8022	<b>Facsimile:</b> 08 9306 8539
<b>E-mail:</b> <a href="mailto:wascc@wascc.asn.au">wascc@wascc.asn.au</a>	<b>Web:</b> <a href="http://www.wascc.com.au">www.wascc.com.au</a>
<b>Organising Committee:</b>	Brett Wilkinson, Peter Bowra, Rebecca Charles
<b>Clerk of Course:</b>	Brett Wilkinson
<b>Secretary of the Meeting:</b>	Dieter Von Mollendorf
<b>Chief Steward:</b>	Peter Werrener
<b>Chief Scrutineer:</b>	Caleb Ash
<b>Judges (Judges of Fact):</b>	Brent Gordon, Laine Brandis, Harry Buck

### **1.4 Entries**

- a) **Opening Date:** Upon publication of the approved Regulations/entry form
- b) **Closing Date:** 4pm Wednesday, 20<sup>th</sup> September 2017
- c) **Entry Fee per competitor** Entry fee of \$175.00 per driver (WASCC Member) or \$225.00 Non WASCC Members
- d) **Entry Fee Payable to:** WA Sporting Car Club
- e) **Entry Lodgement** Via CAMS Member Portal System (ring WASCC Office if unsure)
- f) **Maximum Entries:** A maximum of 40 entries will be accepted in order of receipt.
- g) **Refusal:** The Organiser reserves the right to refuse any entry in accordance with NCR 83 of the current CAMS Manual of Motor Sport.
- h) Entry forms must be lodged through the CAMS members Portal. Please contact Emily at the WASCC office if unsure of how to enter (9306 8022).

### **1.5 Circuit Details**

- a) **Length:** To be advised at the drivers' briefing.
- b) **Direction:** clockwise
- c) **Surface:** Asphalt
- d) **Notice Board:** Located in the foyer of the office of the Secretary of the Meeting.
- e) **Maximum Number of Vehicles on the Competition Section at once:** 6

### **1.6 Drivers' Briefing**

- a) All competitors, without exception, are required to attend the **COMPULSORY** competitor briefing prior to being allowed on the circuit.
- b) Proof of attendance will be evident through a "roll call" before the commencement of the briefing.
- c) Any participant who fails to attend the briefing must report to the Clerk of Course before competing and may be referred to the Stewards of the Meeting.

### **1.7 Eligible Vehicles**

Drifting events are generally restricted to series production automobiles with at least two seats. Imported vehicles, including left-hand drive, are acceptable. Vehicles do not need to be road registered.

### **1.8 Program**

The program may be varied or altered at the promoter's discretion, in consultation with the Stewards of the meeting. If it becomes necessary to vary the program, changes will be notified to participants as soon as possible.

0700 GATES OPEN FOR COMPETITORS  
0700-0800 DOCUMENTATION – RACE OFFICE  
0700-0800 SCRUTINEERING – SCRUTINEERING SHED  
0800-0830 DRIVERS BRIEFING  
0830-1100 OPEN PRACTICE  
1100-1200 SOLO QUALIFYING  
1200-1230 LUNCH BREAK  
1230-1315 TOP 16 BATTLES – PRO 2  
1315-1400 TOP 16 BATTLES – PRO  
1400-1430 TOP 8 BATTLES – PRO 2  
1430-1500 TOP 8 BATTLES – PRO  
1500-1520 TOP 4 BATTLES – PRO 2  
1520-1540 TOP 4 BATTLES – PRO  
1540-1600 FINALS – PRO 2  
1600-1620 FINALS – PRO  
1630 TRACK CLOSED  
1700 PRESENTATION – McCrackan House

### **1.9 Postponements, Abandonment or Cancellation of Competition**

The Organisers reserve the right to abandon, cancel or postpone the event in accordance with NCR 59.

### **1.10 Licence Requirements**

All competitors and drivers must hold, at minimum, a current CAMS Level 2S licence and a current WASCC club membership.

### **1.11 Documentation Check**

Document Check of CAMS Licence, WASCC Membership Card, and CAMS vehicle logbook (if issued) shall take place in the Race Office as per event schedule. Failure to produce the relevant documentation may be referred to the Stewards of the Meeting and incur a fine (As per CAMS General Regulations Section 13).

### **1.12 Parental Consent**

If any competitor or driver is under 18 year of age the consent of his/her parent or guardian must appear on the Entry Form. Juniors are required to hold a CAMS Level 2SJ or superior Licence.

### **1.13 Insurance**

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au). Every competitor and driver before taking part in any competition shall sign the Disclaimers and Competitors Statement on the Entry Form.

### **1.14 Compliance with Instructions**

Failure to follow the direction of any official may render a competitor liable to exclusion.

### **1.15 Passes**

Competitors that enter a round and also are/become a WASCC member will receive 4 pit passes with their membership. It is the competitor's responsibility to ensure their pit crew have been given the passes PRIOR to entering the event. If the crew members do not have the appropriate passes they will be required to pay the standard entry cost and it will not be refunded. If the entry is received late and insufficient time to post the passes is available, the passes will be at the gate for collection from security.

### **1.16 Carport Allocation**

WASCC staff will supply all competitors with a carport area. Carport allocation will be at the sole discretion of the organiser.

### **1.17 Scrutiny**

All scrutiny will be in the Scrutineering Shed and **STRICTLY** limited to one session on the day of each Round at the venue as per the event schedule:

- a) Your helmet, apparel must be presented for inspection and approval at time of scrutiny.
- b) No car may participate in any practice session unless it has passed a safety check by the Scrutineers on the day of the event. Cars must be presented in the condition that they will be participating in, and in a very clean, tidy and presentable state.
- c) Any car which, after approval, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in any accident having similar results, must be submitted for scrutiny.
- d) Any car or competitor may be prohibited from practice or the competition for safety reasons.
- e) The Clerk of Course may require any car involved in an accident to be stopped and checked during any competition.
- f) All vehicles must have their fire extinguisher/on board systems ready for checking.
- g) Registration plates may be removed.
- h) Front and rear bumpers must be attached to the vehicle at the start of the event.
- i) Tow points must be marked on the vehicle front and rear indicating where the Recovery Crew can attach equipment to tow the vehicle.

### **1.18 Competition Numbers**

Competitors may reserve a competition number (if not already taken) between 11 and 99 for the current Series. If a competitor has not chosen a number the organisers shall allocate a number on an event by event basis.

### **1.19 Alcohol, Drugs and Other Substances**

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

## **1.20 Awards**

Trophies only will be awarded to the first three placegetters in Pro and Pro 2. Awards will be presented at the conclusion of the event at McCracken House.

## **1.21 Protests**

Any protest must be lodged in accordance with the Provision of Part XII of the NCR. Judges decisions are final.

# **CHAPTER 2 - General Safety Requirements**

All automobiles in drift events must comply with Schedule A of "General Requirements for Cars and Drivers". All registered automobiles in drift events must comply with articles 1, 7, 8, 9, 10, 11, 12, 15 & 17 of Schedule B of "General Requirements for Cars and Drivers", unregistered automobiles must comply with all articles of Schedule B of "General Requirements for Cars and Drivers".

## **2.1 Apparel**

Refer to CAMS Manual of Motorsport General Requirements, Schedule D Section 2.4 for Club activities. A minimum of a one piece single layer race suit is required for competition activities.

## **2.2 Seat belts and Harnesses**

***Refer to current CAMS Manual of Motor Sport Schedule I for acceptable harness types. A lap sash style belt is the minimum required for drifting, however harnesses will be allowed providing they comply with the above Schedule requirements.***

## **2.3 Fire Extinguisher**

Refer to current CAMS Manual of Motor Sport Schedule H for acceptable types and minimum sizes.

## **2.4 Tyres**

Wheel size is open but must not protrude beyond the bodywork far enough to become dangerous.  
Front tyres are restricted to a minimum UTQG tread-wear rating of 140.  
Rear tyres are restricted to a UTQG tread-wear rating minimum of 200.  
Front and rear tyres must be treaded and of radial construction as well as D.O.T. and ADR approved  
Re-treaded tyres are not permitted

## **2.5 Roll Over Protection**

All open cars (i.e. cars without a supporting structure between the top of the A Pillars and the rear window) must be fitted with Roll Over Protection compliant with CAMS Regulations.  
Roll Over protection devices, constructed outside the parameters of those of the CAMS ROPS Regulations may be incorporated in closed cars. However if not registered with CAMS and displaying evidence of CAMS approval, the vehicle will be recorded by scrutineers as **not** having a roll over structure fitted that is compliant with CAMS Regulations. A list of those vehicles will be provided to the Stewards for our records. This may not prevent the vehicle from entering the competition as roll over protection is only highly recommended for closed vehicles.  
For roll over protection systems approved by CAMS see Schedule J of the current CAMS Manual of Motor Sport.  
Vehicles that have Roll Over Protection devices, regardless of whether they are CAMS approved or not, must be fitted with compliant padding in the driver head impact zone.

## **2.6 Battery**

Having, on the external coachwork, a blue triangle of sides 150mm, this indicates the position of the battery.

## **2.7 Noise Level**

All cars must be adequately muffled. The maximum exhaust noise level permitted for cars in this event is 95 dB(A).

## **2.8 Cameras**

The fitment of a video camera will be mounted as per the current CAMS Manual of Motor Sport and the vehicle must be examined and approved by the Chief Scrutineer prior to the vehicle participating in any track activity. No helmet mounted cameras will be permitted.

## **2.9 Competitors Conduct**

No body part may protrude from the vehicle and door opening will not be permitted whilst participating in the event.

## **2.10 Flags**

The following lights/flags will be used during this event:

**Yellow Flag** This will be used to indicate a problem ahead – significantly reduce speed.

**Red Flag** This will be used to indicate a severe problem ahead and the competitor must slow immediately and prepare to stop. The run has been stopped.

## **2.11 Vehicle Breakdown**

In the event your vehicle breaks down or leaves the circuit and you are unable to continue, DO NOT remove yourself from the vehicle unless it is on fire. Your vehicle will be recovered as soon as safely possible.

## **2.12 Fuel**

Fuel must be 'Commercial Fuel' as defined by CAMS, Schedule G of General Requirements Section of the current CAMS Manual of Motor Sport.

# **CHAPTER 3 – Event Format**

## **3.1 Track Access/Pit Lane**

- a) Entry to the pit lane will be via the South ramp at all times.
- b) Competitors will assemble at the North end of pit lane as instructed by officials at the start of each session.
- c) Entry to the paddock from the track will be by the South ramp.
- d) Competitors must not leave their car unattended while in the staging lanes.

## **3.2 Competition Section**

- a) The Competition Section (Judged Area) will be outlined at the drivers briefing.
- b) A warm up area will be outlined for use pre-qualifying and tandem battles only.
- c) Drifting outside of the competition section may result in disqualification.

## **3.3 Judging Criteria**

For all drift events, the criteria for judging will be explained at the drivers briefing.

## **3.4 Practice**

- a) An open Practice session will be held in relation to the Event Program.
- b) The Practice Session can be lengthened or shortened at the discretion of the Clerk of Course.

## **3.5 Qualifying**

- a) All competitors are to perform two (2) solo qualifying runs through the competition section
- b) Judges will view qualifying and rank drivers from one (1) to thirty-two (32) according to the set judging criteria.
- c) Competitors who fail to complete either qualifying lap will be scored zero for the uncompleted lap.
- d) Each competitor must complete his or her qualifying laps as per the Event Program. Failure to qualify within this time frame may result in disqualification.
- e) Any qualifying session may be lengthened or shortened at the discretion of the Clerk of Course.
- f) Drivers must complete a full lap from start line to finish line under their own power to be classed as a qualifying run.

## **3.6 Competition Format**

After qualifying competitors will be ranked from one (1) to thirty-two (32). The highest 16 qualifiers will be in Pro Class and the balance of the field of 32 cars will be placed in Pro 2 Class.

The cars will enter a series of tandem elimination rounds. Progressive 2-car battles will follow the format of a Battle Tree. Winners will progress to subsequent elimination rounds until the last two (2) remaining competitors will contest the final. The winner of the final will be declared 1st and the defeated competitor will be declared 2nd. Prior to the final the defeated competitors from the 'Top 4 Elimination Round' will compete with the winner being declared 3rd and the defeated competitor being declared 4th. This procedure will apply to each Division.

### **3.7 Vehicle Substitution**

A competitor is permitted to substitute the vehicle entered with another vehicle provided:

- a) The competitor must seek approval from the Clerk of Course.
- b) The substituted vehicle must have prior passed scrutineering.
- c) Only one substitution is permitted.
- d) The substitution is only permitted prior to qualifying.

### **3.8 Tandem Battle**

A judged two car run. A maximum of two vehicles will be allowed on the course at any one time. A second, non-judged pair may be released behind the competing vehicles, providing that they do not interfere with the competing vehicles and minimum separation gaps are maintained. As each competitor takes a turn in leading the drift battle, the vehicles will swap positions only in the designated changeover area, at the conclusion of the first run.

### **3.9 Judging Criteria – Qualifying**

- a) A total score out of 100 will be given to drivers for each successful qualifying run.
- b) A panel of three judges will split the scoring into three categories

**JUDGE A: SPEED** 20 points + 10 points for Overall Impact

The speed score is based on two main factors. A drivers entry speed into the course, and their sustained speed throughout the course.

**JUDGE B: LINE** 20 points + 10 points for Overall Impact

The line score is based around the clipping points, clipping zones and the desired racing line that the judges outline during the drivers briefing. The judges also outline how close drivers need to get to these clipping points/zones to achieve maximum and minimum points.

**JUDGE C: ANGLE** 30 points + 10 points for Overall Impact

The score for angle is not only based on how much angle the drivers hold during their entry and during the drift, but also how fast they transition from full angle to full angle when changing direction. It also covers how aggressive they achieve full angle during an entry

- c) Point Deductions

#### **EXCESSIVE USE OF HANDBRAKE**

The handbrake should generally only be used to make slight adjustments to the cars line during qualifying runs or to extend the drift.

#### **SPINS and STRAIGHTENS**

A complete spin or going off track will result in a score of zero. Points will be deducted for partial spins and straightens.

#### **OFF-TRACK AND CONES**

Going off track will result in a score of zero. Two wheels off the track will be deemed "off-track".

- d) At the end of each qualifying run the score from all three judges will be collated to end with a final result of a score out of 100.

### **3.10 Judging Criteria – Tandem Battles**

- a) SUMMARY

During the Top-16 tandem battles, the judge's emphasis will be on the chase car's emulation and proximity. The amount of proximity expected will be based on the speed and layout of the track and will be explained in each drivers briefing. The lead car merely has to drive their best qualifying run as

outlined in drivers briefing. The chase car must emulate the lead car while drifting as close as possible.

#### b) LEAD and CHASE

A drift battle will consist of two judged runs. Each driver takes a turn in leading, with the higher qualifier leading on the first run. At the conclusion of the first run, the vehicles will swap positions in the designated changeover area.

#### c) NOMINATION

The three judges will individually nominates a winner or re-run and majority rules.

For example:

- Two judges or three judges choose car A, then car "A" wins.
- If two judges or three judges choose a re-run, then the battle is re-run.
- If one judge chooses car A, one judge chooses car B and one judge chooses re-run, then the battle will be re-run.

#### d) COLLISIONS

Contact that does not affect the lead cars line or angle will not suffer a point deduction. In the instance that the impact causes the lead car to spin, the chase car will be penalized with a score of zero (0). If the lead cars spin's or looses the drift and slows down, and a collision is unavoidable, then the chase driver will not be at fault. Because the lead car spun before the impact, then the lead car will be penalised with a score of zero (0).

#### e) COMPETITION TIME OUTS

A Competition Time Out or "5-minute rule" is used so that drivers can perform mechanical repairs in between the runs of a battle. It is for situations where the damage or mechanical problem is the fault of the driver. A Competition time out can ONLY be called AFTER the first run of a battle. Each driver can take one (1) competition time out. A Competition Time out is NOT to change tyres, check tyre pressures, top up fuel or adjust the tune of a car. It is only the repair mechanical failures or exterior damage during the run.

### 3.11 Changeover areas

An area on the course prior to the starting line, suitably distant from the Judging Area to allow vehicles to adequately reduce speed, where competitors engaging in Drift Battle are required to swap positions. The area will be marked appropriately with highly visible cones on each side of the track and the location of the changeover area will be a minimum of 35m in length. The maximum speed in the changeover area is 25km/h.

### 3.12 Penalties

- a) Actions contrary to this Code, any Supplementary or Further Regulation, the directions of officials or any other inappropriate behaviour outside of applicable general CAMS procedures may result in penalties being applied.
- b) The penalty of exclusion from the event may be imposed upon competitors. Other, lesser, penalties may be imposed such as loss of a qualifying run, loss of a practice run or reprimand at the discretion of the Stewards, or when applicable, the Clerk of Course.

## CHAPTER 4 – Specific Circuit Requirements

### 4.1 Pit Lane

Smoking is not permitted in the pits at any time during the meeting.

Any person entering the pits must have the appropriate pass and must be attired in accordance with Article 4 of Schedule D of the current CAMS Manual of Motor Sport.

No person under the age of 16 years will be permitted in pit lane.

A white line in the pits has been used as a method of **demarcation** between the circuit proper and the working area of the pits. The circuit proper area of the pits must be kept clear of personnel at all times.

A speed limit of 40km/h will apply in the pit lane at all times.

## **4.2 On Track Behaviour**

Burnouts are prohibited except for with the express permission of the Clerk of Course.

## **4.3 Paddock**

The riding of motor cycles, bicycles or use of roller blades or roller skates or skate boards or any other similar equipment within the pit and paddock area is prohibited at all times.

The roads in the paddock are clearly marked with large yellow arrows and 15km/h circles, as well as a sign as you enter the paddock advising the direction of travel. All vehicles must travel in the direction indicated on the roads and at a speed not exceeding 15km/h.

The disposal of fuel drums and tyres is the responsibility of the competitor. These items are not to be put in the bins at the Raceway and must be disposed of by the competitor outside the venue in a thoughtful manner and at the competitor's cost.

Only oil can be placed in the waste oil drums at the Raceway. Oil filters, coolant, brake and power steering fluids must be disposed of at the competitor's cost at a government approved collection enter. For further information see [www.oilrecycling.gov.au](http://www.oilrecycling.gov.au)

To comply with the WA Sporting Car Club's risk management policy all electrical appliances and extension cords must have a current Australian Standards tag. It is not permitted under any circumstance to place an extension lead that crosses the roads and footpaths and general public areas.

## **CHAPTER 5 – Document Links**

CAMS Manual: <http://www.cams.com.au/motor-sport/regulations/cams-manual>

CAMS Manual of Motor Sport Schedule A and B: <http://www.cams.com.au/motor-sport/regulations/cams-manual>

CAMS Manual of Motor Sport Drifting Standing Regulations:  
<http://docs.cams.com.au/Manual/Speed/SP08-Drifting-StandingRegs-2015-1.pdf>

CAMS Member Portal

<https://www.cams.com.au/>