

Northwest Region SCCA

Drift Supplemental Rules



General Guidelines

(Excerpt from SCCA Drifting Rules)

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

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

A competition license is not required as hazards to spectators, participants, and property are expected not to exceed those encountered in normal, legal highway driving.

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

1. **RULES.** Regional Series events will use the current SCCA [Drifting](#), Solo trials, [Solo Rules](#), SIIR, [GCR](#), PCS, and GTCS, as they apply.

2. **DRIVER QUALIFICATIONS.** All competitors must possess a current valid driver's license (Exception: A driver with a valid state issued learner permit may drive with a parent/guardian.)

If allowed by the national Drifting rules drivers under age 18 must have written and notarized parental permission to participate. It is required that both parents or guardians sign the required waiver and permission forms. If there is only one parent or guardian a notarized affidavit certifying sole guardianship is also required.

It is strongly recommended that at least one parent or guardian of minors be present at the event in order to better understand the activities their dependent is participating in.

3. **PASSENGERS.** If allowed by the SCCA Drift rules, a passenger is permitted on any run during the event provided:

- (1)The driver is an event entrant and the car has passed Tech Inspection;
- (2)If the driver is inexperienced, the passenger must be a novice instructor approved by the Novice Chair or the Event Chair;
- (3)The passenger is at least 12 years old (NOTE: A minor passenger may only ride with a parent or legal guardian);
- (4)All necessary waivers have been completed by the passenger or by their parent/gauridan if the passenger is a minor;
- (5)The required safety equipment (see SIIR, Section 4.3) is in place for the passenger and fits properly; and
- (6)The car has an adequate passenger seat.

4. **SPEED LIMITS.** The site speed limit is 10 MPH. This applies to all pit areas and to any on-site entry/exit roads. Burnouts, excessive engine revving, and aggressive driving is strictly prohibited. VIOLATORS MAY BE SUBJECT TO IMMEDIATE DISQUALIFICATION AND REQUIRED TO LEAVE THE EVENT SITE.

5. **INTOXICANTS.** Absolutely no alcoholic beverages or drugs are permitted at the event site. Drivers are not allowed to compete under the influence of such substances. VIOLATORS WILL BE SUBJECT TO IMMEDIATE DISQUALIFICATION AND REQUIRED TO LEAVE THE EVENT SITE.

6. **CHILDREN AND PETS.** The grid and course areas are OFF LIMITS to children and pets during competition. All pets MUST be leashed or otherwise restrained. Children are not permitted to use bicycles; no one may use skateboards or roller skates/blades on the event site. Bicycles are prohibited in the grid area.

7. **JUDGING STAND** The judging stand is ABSOLUTELY OFF LIMITS to all persons except event administrators. Any judging protests may be communicated to the Event Chair or official designated for handling protests.

8. **SITE FACILITIES.** Fuel, air, and helmets may not be readily available at the event site. Competitors are advised to be prepared for such unavailabilities.

9. **WORK REQUIREMENT.** Competitors must complete a work assignment to

qualify for event awards and Regional Series points. Failure to complete a work assignment may result in restriction from future events at the discretion of the Event chair or Solo chair.

10. **RUN/WORK SCHEDULE.** Competitors will be assigned a work group and NWR/SCCA reserves the right to revise work assignments and run groups to adapt to participation patterns, event administration, and scheduling.

11. **OUT-OF-GROUP WORKING.** Out-of-group work requests must be submitted in writing to the Chief of Workers prior to the first affected work time.

12. **NWR SCCA DRIFT CLASSES.** Cars will be classed according to the NWR Drift Supplemental rules as there is no official SCCA classification available. Classes are based on skill level and not car preparation level. Series points are not transferable between classes.

Novice (ND) - This class is for drivers new to drifting and who have difficulty consistently completing the full competition course without spinning. Once a driver's skill advances to the point where they can consistently complete the majority of their runs without spinning they are encouraged to move up to the Advanced class.

An entrant may continue as a Novice for only one full racing season. Any Novice driver who has placed in the top three spots in any two competition events is required to enter all future events in the Advanced class.

A minimum of 6 registered drivers is required to run the Novice class at an event. In the event that there are less than 6 drivers registered for the Novice class all drivers shall compete in the Advanced class.

Advanced (AD) - Everyone else.

13. **AWARDS.** Trophies will be awarded at all events according to the participation levels described in the current SCCA SIIR. A competitor does not need to be a member of SCCA to qualify for an event award. However, to be eligible for year-end awards, a driver must join SCCA no later than the 2nd Regional event of the season. In addition to year-end class awards, a Worker of the Year will be selected.

14. **SCORE POSTING.** A Competitor's score should be posted as soon as practical after the run and should be posted prior to the start of the competitor's next judged run.

An official will be stationed at the end of the course to provide drivers with an unofficial copy of the judge's score after completing a competition run.

The posting of Class Standings should be regularly up-dated during the Run Group. Final Class Standings must remain posted for a minimum of 30 minutes to

satisfy time limits for filing any competitor Protests.

Non-SCCA members will be included in results points calculations. However, they will not be eligible for year-end trophies.

15. **EVENT RESULTS.** Results will not be mailed to each competitor. They will be available from the region web site (www.nwr-scca.org), and will normally be printed in the Northwest Region/SCCA newsletter (Northwest Sports Car News).

16. **EQUIPMENT FINANCIAL PENALTIES.** Competitors are expected to drive on course in a fashion which does not threaten the integrity of club and site equipment. If a driver causes damage to club equipment or the site the driver will be liable for the cost of the repair. Damage to cones does not qualify for any financial penalties.

Interpretation of the nature of an incident with respect to the above rules will be the responsibility of the Event Chair, the Solo Safety Steward, and the Solo Assistant Region Executive.

Failure to pay a fine will result in suspension of the privilege to participate in all future events.

17. **NUMBER OF DRIVERS PER CAR PER RUN GROUP.** No more than two drivers may drive the same car in any single run group, except in the event of a mechanical DNF (Did Not Finish) after the Run Group has begun. If the mechanical failure happens during a race weekend, then the exception will carry over to the next day of competition. Dual driving participants will be placed in separate run groups to prevent delays in grid.

18. **COURSE DEVIATIONS.** Competitors are expected to drive on course in a fashion which does not lead to contact with objects around the course nor lead to 4 wheels off the pavement. Should a driver hit any non movable object (ie. light pole, curb, fence, etc...), their runs will be scored as DSQ (Disqualified) for that event and the driver will not continue for that event. If a driver leaves the pavement with all 4 wheels, that is considered an unsafe act, and their runs will be scored as DSQ's for that event and the driver will not continue for that event. Any co-driver will be allowed to still drive with that car, given that it's still mechanically sound.

19. **COURSE APPROVAL.** A course map for each event must be presented for review revision and approval at a Solo Committee meeting or meeting of the assigned Solo Safety Stewards, prior to course setup. The course shall be designed in accordance with the SCCA Drifting rules Section 4.2 'General Course Guidelines' and any applicable GCR, and site course guidelines. Adequate time shall be allowed for on-site review, revision and approval by the Solo Safety Stewards prior to the start of the event. When possible the course shall be setup the day prior to the event, and review and approval conducted at that time. The event chair is responsible to assure the course review and approval process is implemented. The event chair must be alert to incidents and changing weather

conditions and work with the course designer and SSS to make course changes if necessary.

20. **INCIDENT RESPONSE.** If an incident occurs that involves personal injury, or property damage to the site or participant cars/equipment, the event chair and Solo Safety Stewards shall consult to determine if/what actions need to be taken regarding the driver/participant, the course design or event operating procedures before the event continues.

21. **TIRES.** For competition use the only tires permitted are models that are commonly available to the public through retail outlets with a UTQG rating of 140 or higher. Non DOT approved or R compound tires are not permitted to be used during competitions.

Any tire that meets safety tech inspection requirements is allowed for practice sessions regardless of availability or UTQG rating.

22. **ON COURSE SAFETY. Windows** - At no time while on course and moving shall a driver or passenger stick any body part out side of the vehicle. Any violators will get one warning and if it occurs a second time they will be disqualified and the driver will not continue for that event with no refund.

Tandem Runs - Per insurance restrictions tandem runs where two or more vehicles are on the track at the same time driving in close proximity to each other is strictly prohibited.

Dirt Drop - Because of safety considerations and the extra cleanup required dirt drops are prohibited. If at any time a driver goes off course and tracks dirt onto the paved surface they will be required to sweep the affected area clean at the end of the event.

23. **COMPETITION.** Drifting is a driving technique in which the driver takes the racing line that gives the highest speed and angle the car is capable of handling (a preferred line is usually, or always, specified by the judges during driver's meeting). Drifting competitions involve a panel of judges scoring runs based on a defined set of criteria to determine the winning driver.

23.1 **COMPETITION EVENT FORMAT**

23.1.1 **Practice**

The amount of time allocated for the practice session will vary depending on the number of drivers, weather, event progress, etc. However, the practice session will still provide sufficient time for drivers to learn the course for the following qualifying session.

23.1.1 **Qualifying**

Qualifying runs will be judged based on a points-deduction system where every driver will start their judged run with a perfect score of 100 pts. From there, each mistake a driver makes will constitute a point deduction from the total score. The judged run starts the moment the vehicle leaves the starting line and end when the vehicle crosses the finish line.

The finish line will be designated by DOUBLE CONES on both sides of the track. Vehicles that are still drifting and/or remain hot after the finish line will be penalized with a score of 0.

Competitors will be allowed 2 non-consecutive judged runs during the Qualifying runs segment of the competition. At the discretion of the event chair if time allows a third qualifying run may be allowed for all drivers. The lowest score of the 3 is dropped leaving the 2 highest scored runs to apply to the qualifying results. Each competitor will receive a qualifying score and entry speed reading (when equipment is available) for each judged run.

23.1.1 **Competition**

After all qualifying runs are completed, the top scoring 16 entrants will compete in challenge runs. There shall be only 2 judged runs per driver in each round of the challenge round. The top eight competitors will then compete in pseudo tandem runs (where 2 drivers are competing against each other with back to back solo runs) From there, the semi-final four will be chosen; then the final two, and then an overall winner.

23.2 **JUDGING**

23.2.1 **Qualification and Selection of Judges**

Judges shall have sufficient experience in participating in organized drifting to enable them to apply the official judging standards consistently and effectively. Judges must be recruited and approved by the event chair for each competition event.

Three judges are required for a competition event.

23.2.1 **Judging Criteria**

The criteria for judging are as follows:

1. LINE
2. SPEED
3. ANGLE
4. IMPACT

LINE: The race line is the ideal path a driver should take on course. A driver's score will be affected dramatically for not following the race line. Additionally, the race line will consist of inner clipping zones, outer clipping zones, and transition zones.

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.

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.

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.

SPEED: The speed a driver is able to maintain throughout the whole course. A large percentage of this score will be based on entry speed.

ANGLE: The angle at which a driver can maintain and control throughout the course of the run. This is especially important upon entry into the first main turn.

IMPACT: The energy and excitement a driver emanates throughout the run.

23.2.2 Scoring

Judges want to see drivers with complete control of their car at all times. A points-deduction scoring system where every driver will start their judged run with a perfect score of 100 points is used. Judges will be deducting points from 100 as drivers make mistakes during a run. Deductions will start at .25 point and up (ie. -1.75).

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 breaker 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.

All judging is done from the viewing angle on top of the judging stand. If a clipping point is not visible from the judging stand, a corner worker will be placed in that area, with a flag, to indicate whether a driver properly clears the clipping zone. A Spotter Stand will be placed in a comparable area to the judge's stand to give spotters a similar viewing perspective as the judges.

The Judges are required to explain and visually demonstrate the official line that is used as the standard in competition at the drivers meeting. Drivers will be responsible for utilizing the official line to optimize their performance during the run.

23.2.2.1 **Dynamics of Scoring**

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.

Line 0 - 30 pts

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. How far the drivers are off from the inner and outer clipping zones. Anything more than three (3) feet away from the zones points will be deducted. Hitting the clipping zones too early or too late will lose points also.

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.

Speed 0 - 30 pts

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 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.

Speed by Zones

Entry - Controlled full throttle and pushing the limits of the particular car setup.

Clipping Point - The driver should 'power through' the clipping point maintaining or increasing the throttle from the entry.

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.

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.

Angle 0 – 30 pts

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.

Impact 0 – 10+ pts

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.

23.2.2.2 **Points Deductions**

Spinouts:

Anytime a driver spins out an automatic score of 0 will be given for that run.

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.

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.

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.

If a car deviates from the course so that all four wheels are off the paved surface that driver will receive a DSQ (Disqualified) from the event and will no longer be allowed to run that day.

Every track varies so the judges will specify the areas that are considered as off course during meetings.

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.

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.).

If the Clipping Cone is hit but remains standing and within or touching its marked location no points shall be deducted. If the Clipping Cone is hit with the bumper and is knocked down or out of its marked location the car is not considered off course however points will be deducted.

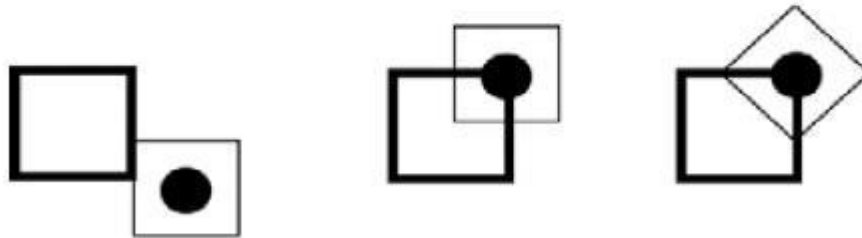
Pylon Penalties:

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:



End of Course:

The end of course will be marked by double cones. Drivers are required to end drifting and slow to pit speed at these cones. Drivers that continued to drift or speed past the double cones will be given a score of 0.

23.2.3 One More Time Rule

If during the course of the challenge rounds a tie exist where the competitors scores for both runs are identical and entry speed is equal or not available the judges can authorize a 'one more time' round. The tied competitors shall have 2 runs each and the competitor with the highest score according to the scoring standard rules will advance. There can only be a single one more time round for each bracket of top 16 competition.

23.3 Ten Minute Rule. Vehicles suffering damage or malfunction during competition are allowed to return to the back of the grid and fix mechanical

issues. They will have until their next turn in the grid rotation to resolve any issues. If the problem occur at the end of a session where the driver's next run comes up in less than ten minutes or during a Top 8 or greater elimination round a ten (10) minute grace period will be granted to effect repairs. The ten minute period starts when the driver's turn is up and ends when the vehicle moves out of their pit space/repair area towards the start line. The repair duration is to be closely monitored by an official. Competitors who fail to fix their car within the time limit will be disqualified from that run thereby forfeiting to the opposing team.

Additionally, if a competition vehicle fails/malfunctions on track at any time before the driver initiates the first drift during a run, the driver that failed on track has the right to call for a ten minute grace period to fix the problem. The request must be made of a course worker prior to leaving the track, otherwise the run will be counted against the driver whether the vehicle was able to run or not. Drivers must communicate to event officials the moment the car fails during the run.