



# Standing Regulations

2023  
Drifting  
V1.5

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## 1 STANDING REGULATIONS – DRIFTING

These standing regulations shall apply to Drifting Practice and Competition.

### 1.1 Administration

Drifting Events under the Australian Auto-Sport Alliance Pty Ltd (hereafter referred to as AASA), in the interests of consistency in the administration and enhancement of safety, are conducted under AASA National Competition Rules and these Standing Regulations.

At each event, the Organiser shall issue supplementary regulations reflecting the specific requirements of the event.

### 1.2 General Speed Licences

All competitors must hold a General Speed Licence, application and renewal via the AASA website "[www.aasa.com.au](http://www.aasa.com.au)", alternatively provided it is noted in the supplementary regulations an approved equivalent licence may be used.

### 1.3 Abandonment, Cancellation or Program Changes

The Organisers of the event reserve the right to cancel, postpone or change the program, prior to the commencement of the relevant Event.

The allocation of prizes and/or awards, where an event is stopped before completion, shall be in accordance with the Supplementary Regulations.

## 2 ENTRIES

Event Organisers reserve the right to decide the maximum number of entries that will be accepted for each event. Such must be stipulated on the entry forms.

Competitors shall use the official forms provided by the promoter, to indicate their interest in competing.

### 2.1 Entry Acceptance or Rejection

The event Organiser:

- (a) Has the right to indicate the maximum number of entries for each Event.
- (b) Has the right to accept or reject any entry, at their total discretion and without providing explanation, up until the close of nominations.
- (c) Has the right to refuse any entry, thereafter, on the grounds that the Driver and/or vehicle involved may constitute a threat to the safety of other competitors, Event personnel and/or spectators.
- (d) In the situation where there are more entries than the number of starting positions available for an event, the promoter has the ability to hold a reserve or waiting list.
- (e) Non-acceptance of an entry due to safety reasons shall be communicated to the applicant by email or letter, within seven days of receipt of the entry by the Organiser and at least 14 days prior to the Event.

### 2.2 False or Incorrect Information on Entry Form

Shall render the entry null and void.

### 2.3 Entrants' Reserve List

- (a) Applicants unsuccessful due to excessive competitor numbers, may be offered a position on an Entrant's Reserve List. This offer shall be communicated to the applicants by email or letter, within seven days of the finalisation of accepted entrants and at least 14 days prior to the Event.



- (b) Immediately upon a vacancy occurring among accepted entrants, the Organiser will notify the listed applicants of this opening by telephone, email, or mail, whichever is judged to be the quickest method of contact in the circumstances, beginning with the first on the list and continuing, if necessary, until the vacancy is filled.
- (c) The acceptance of this vacancy must be immediately confirmed in writing by the successful applicant, by email, facsimile or mail.

#### 2.4 Entry Fee

An entry shall be null and void if the appropriate specified entry fee is not received within the prescribed time. The entry fee is set by the Organiser.

#### 2.5 Legal Ownership of Vehicle

Only the legal owner of a vehicle shall be entitled to enter the vehicle in any competition. Where entry is facilitated by another, a letter authorising such, signed by the legal owner or, where a corporation, a duly authorised representative of that corporation, must accompany the entry form.

#### 2.6 Complete Entry Form

An entry form that does not include all the information requested of the entrant/vehicle owner, shall be null and void, save that the Organiser of the Event, entirely at their discretion, may contact the intending entrant, no later than one working day after entries have closed, to seek detail to complete the entry form.

#### 2.7 Entry Form Contents

All entry forms shall include a AASA indemnity/waiver statement accordance with the ?? and shall contain, as a minimum, the following sections for completion by the entrant:

- (a) Full names and addresses of the entrant/vehicle owner, driver/s, passenger/s (with direction to “*please print clearly*”).
- (b) Licence number and expiry date of the entrant and driver/s.
- (c) Type of vehicle entered (with direction to “*please print clearly*”).
- (d) Signature of the entrant.
- (e) Date of signing.
- (f) Full name and address and signature of parent or guardian indicating approval, if driver or crew member is between 14 and 18 years of age (with direction to “*please print clearly*”).

##### 2.7.1 The form shall contain, for completion by the Promoter of the Meeting, a section:

- (a) For the acknowledgement of receipt of the entry and the date of such receipt.
- (b) For date and time of the official acceptance of the entry.

It is recommended that an online entry system be used for Events for clarity of information.

#### 2.8 Safety Requirements for Drivers and Passengers

- (a) Approved non-flammable clothing and footwear, with clothing extending from ankles to neck and wrists; it is highly recommended to wear a flame-resistant fire suit.
- (b) Non synthetic, enclosed footwear must be worn, with cotton socks (excluding ankle socks).
- (c) Leggings are not acceptable clothing.
- (d) Safety helmet - being those with the following markings: Each helmet should be chosen to fit the user's head and the intended use. Please refer to [Appendix 4 – Apparel Requirements](#). Helmets must extend to cover the complete ear. “Skull Cap” style helmets must not be used. No Moto X Helmets can be used.



- (e) For open roof vehicles, full-face helmet must be worn by both occupants.
- 2.9 Insurance

Personal Accident - drivers, passengers, pit crew and officials are covered by AASA personal accident insurance scheme.

2.10 Scrutineering

- (a) The onus is on the Entrant/Competitor to present their vehicle for scrutiny at the appropriate times, in a state of readiness to compete.
- (b) No modification of a vehicle shall be permitted after scrutineering, unless at the direction of, and supervision by, the Scrutineer appointed to that vehicle.
- (c) A vehicle which has incurred body damage during practice sessions, or the event may be black flagged. The Scrutineers may agree to a standard of repair of the vehicle's circumstances. If such standard of repair is regarded as satisfactory by the Chief Scrutineer, the vehicle may then re-join the practice session or event, in a manner prescribed by the Clerk of Course.

3 VEHICLES AND SAFETY REQUIREMENTS

3.1 General

- (a) Each vehicle must be competition ready with all loose items removed from the vehicle prior to scrutiny.
- (b) The vehicle must have all exterior body panels on and fastened securely. Exception may be made for front/rear bumper bars/side skirts which may be replaced with aftermarket bars or bash bars.
- (c) There is to be no oil leaks.
- (d) All wheel nuts must be fitted and tight.
- (e) Fluid reservoirs in the engine bay must be securely mounted.
- (f) Oil catch cans must be a sealed metal container able to support hot oil safely. It is strongly recommended to install the catch can on the cold side of the engine to reduce the likelihood of fire if catch can over fills or engine is suffering excess blow-by. Minimum capacity is to be one litre. Oil catch cans must be separated from occupants of the car by a metal bulkhead/ firewall.
- (g) The vehicle must be fitted with an overflow tank for the radiator, fastened securely with metal fasteners to the chassis. The tank must be a suitable container with a lid.
- (h) Catch cans for diff / transmission and/or engine oils must be located outside of the cabin.
- (i) All sharp edges from inside the passenger compartment must be removed or covered with an appropriate covering method, this includes all sharp edges exposed from removing door trims, interior trims, panels and carpets etc. Also including all sharp edges from all fabrication work and installation of accessories such as handbrake assemblies, gauge pods or dash clusters. Please note- passenger compartment is defined as being from the front fire wall to the back edge of the driver/passenger seat.
- (j) The boot floor can be cut out and removed to allow fitment of an aftermarket fuel cell and/or lightweight boot floor panel however a metal rear firewall must be installed.
- (k) Tubbing of the front guards is permitted.
- (l) Custom bumper reinforcement bars or "bash bars" are permitted but must remain inside the external bodywork. No open pipe ends, or sharp edges should protrude in any direction.
- (m) Front and rear tow points are required. For non- factory tow points each tow point must be capable of passing a 40mm round bar through and substantially mounted to withstand recovery from sand traps etc. Excessive protrusions front or rear will not be accepted.



- (n) Structural rust is not acceptable.
- (o) No wheel weights are permitted on driven wheels for the duration of the competition.
- (p) Each brake and fuel line must be at a safe distance from the exhaust and driven wheels.
- (q) Each hole in the firewall is to be plugged.
- (r) Where wheel arches are cut to fit tyres, each subsequent opening so created shall be closed to ensure separation between burnt rubber and the fuel tank.
- (s) Each vehicle must be fitted with a tail shaft loop immediately behind the gearbox.
- (t) Each vehicle with mechanically operated throttles must be fitted with secondary accelerator return springs.

### 3.2 Safety Cage

- (a) Competitor vehicles wanting to take passengers must have a safety cage as per [Appendix 1 – Safety Cage Regulations – Class 1a](#) as a minimum.
- (b) Vehicles without a safety cage will only be able to compete in a separate session without passengers but must include OEM side intrusion bars.
- (c) The original roofline must remain intact. Fitment of a carbon-fibre or lightweight roof skin is only permitted when an approved roll cage as per [Appendix 1 – Safety Cage Regulations](#), modification of the roof pillars is not allowed.
- (d) Factory doors and compliance fitted side intrusion bars must remain intact on the vehicle unless an approved safety cage as per – Class 1a with side intrusion bars is installed. “Gutted” factory doors and lightweight doors are then permitted to be fitted also with side intrusion bars fitted. Cars without door mounted intrusion bars must be fitted with intrusions in the roll cage structure as per [Appendix 1 – Safety Cage Regulations – Class 1a](#) as a minimum.
- (e) Any competitor vehicles with a compliant safety cage will be required to have an AASA passport effective 1<sup>st</sup> June 2020.

### 3.3 Bonnets

- (a) Bonnets with open holes into engine bay must have holes sealed/covered with mesh. The holes in the mesh should not exceed 10mmx10mm. Aftermarket vented bonnets (i.e. DMAX etc.) are allowed without mesh.
- (b) Individual Bonnet holes must not be greater than 300mm x 600mm.
- (c) Air filters/Superchargers/tunnel rams protruding from the bonnet are permitted. The opening must be made as close fitting as possible with allowances for throttle cable/linkage clearance and engine mount movement. Belts must be retained in the event of belt failure or jumping off. Bonnet protrusions are required to meet 200mm/line of sight height restriction imposed on bonnet scoops. Each supercharged car must have a Blower Restraint to SFI 14.1 or equivalent standard, unless the Supercharger is fitted entirely underneath the manufacturer’s unmodified steel bonnet.
- (d) Bonnets scoops where fitted must not exceed 200mm high or interfere with driver’s line of sight when seated.

### 3.4 Brakes

- (a) All four-wheel brakes must be operational from the foot brake pedal.
- (b) Hydraulic handbrakes can be used, and a brake reservoir can be attached preferably located outside of the cabin if located inside the cabin must be appropriately guarded and away from the driver.
- (c) Dual caliper systems are permitted on the rear brakes only.



### 3.5 Tyres

Any radial type tyre must the treadwear requirement accepted for use at the Events by the Organiser

- (a) Tyres must be stamped with a treadwear rating and be commercially available within Australia or New Zealand for competition use.
- (b) The Organiser is free to adopt restricted tyre sizes provided it is within the supplementary regulations.
- (c) Practice events treadwear is unrestricted.

NB: All used tyres must be taken away by competitors at the end of the event, unless arrangements are made with the event tyre service provider or the tyre recycling service company.

### 3.6 Batteries

- (a) Each battery must be securely retained using steel clamps, with reinforcements to the panel required for all non-factory locations.
- (b) If a wet style battery is fitted within the passenger compartment, it must be in a box with a lid held down by latch or strap and vented outside the cabin to the atmosphere.
- (c) Wet style batteries located in the boot of a car must have a metal bulkhead/ firewall separating the battery from the occupants if a battery box is not fitted.
- (d) If the battery is located inside the cabin or in a boot that contains a fuel system, terminals must be insulated.
- (e) Dry cell batteries inside the cabin must have insulated terminals if not installed in a battery box.
- (f) A blue battery location triangle on the external of the vehicle adjacent to the battery is required on all vehicles. If a kill switch is fitted than it should be mark with a blue triangle with lightning strike.



### 3.7 Lights

- (a) Front and rear hazard lights must be operational. Front hazards are to be amber, amber globes behind crystal lenses are acceptable. Side repeaters on front guards will not be accepted as front hazard lights. They must be visible from the front of the vehicle.
- (b) Events incorporating night driving require vehicles to have fully operational front headlights. Any aftermarket square/rectangular lights are limited to a maximum 170mm in length. Any round aftermarket lights must be a maximum 150mm in diameter. A maximum of 4 items are allowed per car. Any aftermarket lighting must have a similar light output to factory high beams (within reason and up to the scrutineer's discretion). Any aftermarket lighting must fit within the factory headlight aperture. All aftermarket lighting must have a vertical (up and down) adjust-ability and be able to be adjusted by officials. Headlights must be adjusted appropriately and are to not blind or dazzle other drivers.
- (c) For night events requiring headlights, headlights must not be red, orange/amber or any other colours. Top of windscreen brake lights (red) is excepted.
- (d) Headlights must be visible from Event Command (Race Control); a neon strip is not acceptable.
- (e) Brake lights must be operational and visible from Event Command – no dark tinted lenses will be accepted.
- (f) Taillights must be operational for night events.





### 3.8 Fuel System

- (a) All fuel system components must be sealed from the passenger compartment.
- (b) Fuel lines can be run within the cabin if constructed of steel braided or aluminium hard line that is manufactured to withstand fuel type being used.
- (c) Where the fuel lines pass through the cabin there must not be connections within the cabin, except for at the front and rear bulkheads/firewall. If there is no bulkhead fitting, a grommet must be used where the line passes through the hole.
- (d) Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by the scrutineers. Fixing points/saddles should be at least every 300mm along the path of said fuel lines.
- (e) Aftermarket fuel cells are to be fitted with a check valve in the vent line to prevent fuel leaking out of the vent hose. These must be marked with the flow direction and must be demonstratable to scrutineering staff.
- (f) Open coupes (such as 180SX, Sprinter) with an externally mounted fuel system must have a properly sealed metal box / firewall to separate the fuel system from the cabin.
- (g) Nitrous oxide/LPG systems are permitted. The bottle must be securely fastened to prevent movement.
- (h) Nitrous cylinders must be mounted outside the engine compartment. Any cylinder located in the driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the driver's compartment, to the atmosphere. Cylinders must be upright or semi upright, inverted cylinders are not permitted. All cylinders must be equipped with on/off taps. Nitrous lines must be outside the driver's compartment, if the bottle is mounted in the cabin then lines must exit the compartment as close as possible to the cylinder outlet. Where lines pass the flywheel or torque converter, they must be encased in 3mm (1/8") min. thickness steel tubing. High pressure rated to 1500psi and fit for the purpose ensuring shut off can be achieved by three means, when a throttle is closed or by a special arming switch and when ignition is turned off.
- (i) Each vehicle equipped with N<sub>2</sub>O or Methanol must have all holes plugged in the rear parcel shelves & rear firewall.
- (j) Each vehicle equipped with N<sub>2</sub>O must have an approved sticker of yellow printed with black text.
- (k) Each vehicle equipped with Methanol must have an approved sticker of yellow printed with CH<sub>3</sub>OH black text.
- (l) Fuel notification stickers to be located on the front left-hand side upper quadrant of the windscreen, which must not restrict the drivers view.



### 3.9 Exhaust Systems

- (a) The exhaust must finish outside the perimeter of the vehicle's bodywork. No exhausts to finish halfway underneath the vehicle. "dropped pipes" are not allowed.
- (b) Side pipes must exit behind the B pillar (unless otherwise approved by the scrutineer) and the exit/end must not be more than 400mm from ground level. (400mm at the highest point of the exiting exhaust pipe).
- (c) must not exceed more than 100mm past the perimeter or the rear of the vehicle.
- (d) Exhaust outlet must not be pointing in a steep upwards direction. Upward angle should not be more than 15 deg.



- (e) All forms of wastegates on turbocharged vehicles are allowed.
- (f) All external wastegate exhaust/screamer pipe must not be lower than the car's actual exhaust system.
- (g) External wastegates/screamer pipes may point up or down. Vertical wastegate pipes are to exit upwards through the bonnet with minimum of 10mm protruding above the external bonnet line and maximum of 50mm protruding above the external bonnet line. Pipes may not be angled further than 30 degrees from vertical. Bonnet insulation is to be removed. If the wastegate exhaust/screamer pipe is exiting through the side of the front guard it must not be higher than 400mm from ground level and must be pointing in a downwards direction (horizontal gate pipes will not pass) at least 15 degrees down from horizontal/parallel to the ground.
- (h) The exhaust is to exit the vehicle at the rear or behind B pillar, unless otherwise approved by the scrutineer.
- (i) All cars must run a minimum of one muffler in their exhaust system in the form of muffler/resonator, (including hot-dogs). Catalytic converter only will not pass as these are easily gutted.
- (j) The maximum vehicle noise emitted must not exceed 95dBA measured at a point 30 metres from the track edge by approved measuring equipment.
- (k) All external pipe work above sill level must be heat shielded. (to prevent danger to pit crews and event staff).
- (l) Split/screamer dump pipes on internally gated turbos must meet all rules pertaining to externally gated turbos.

### 3.10 Windscreens/Windows

- (a) Front windscreen must be free from any cracks.
- (b) Front windscreen must be of factory strength or greater and cannot be polycarbonate.
- (c) Front windscreen must be free from stickers on the driver's side (windscreen banners excepted).
- (d) Side windows can be removed and replaced with lightweight items.
- (e) Polycarbonate windows are permitted to be used except for the front windscreen, which must be the factory glass, windows must be installed and secured correctly.

### 3.11 Seats

- (a) Must be firmly mounted with all anchor bolts fitted as per OEM – see [Appendix 5 - Occupant Restraint Systems](#).
- (b) For seats not mounted to factory mounting positions the seat shall be mounted to the main structure by not fewer than four grade 8.8 bolts of minimum diameter 8mm. Where the seat is affixed to an un-reinforced section of the floor pan, each attachment point shall be reinforced by the use of a steel plate of not less than 75mm x 50mm x 3mm.
- (c) Seat rail/brackets must be made from a minimum plate thickness of 3mm steel or 6mm aluminium alloy.
- (d) Seats must be structurally sound and free from cracks and delamination. They also cannot exhibit weakness, signs of damage, significant flex or show considerable age.
- (e) Headrests must be fitted to seats.

### 3.12 Seat Belts/Harness Systems

- (a) All cars require a factory seat belt or an approved harness system for the drivers and passenger.
- (b) Safety harnesses or seat belts must be complete units sourced from a recognized manufacturer. It is not permitted to mix parts of seat belts/harnesses of different types or manufacturers.
- (c) Safety harnesses or seat belts must be fitted and worn in accordance with any manufacturer's instructions or limitations and in conjunction with the [Appendix 5 - Occupant Restraint Systems](#).



- (d) A quick release type approved safety belt and shoulder harness of not less than 40 mm in width is compulsory if a harness is used.
- (e) Where the belts pass through the seat sides, the holes must have a grommet installed, be rolled and/or padded to prevent cutting of the belt.
- (f) Shoulder Harness systems must be mounted/secured within 40 degrees of horizontal.
- (g) No tears, fraying or damage to belt webbing.
- (h) All seatbelt points must be mounted and fitted using the correct fixtures and fittings.
- (i) The harness bar must be welded or bolted to the existing roll cage structure or chassis, if welded to the chassis it shall have a 3mm thick foot plate at each end measuring not less than 56.25mm<sup>2</sup> each. If bolted to the chassis, backing plates must be used and of the same thickness and surface area as the foot plates. A minimum of two M12 or 7/16th UNF high tensile bolts at each end foot plate must be used.
- (j) Seat Belts have a finite life span. Please be aware of your seat belt condition or harness expiry date.

### 3.13 Harness Mountings

- (a) The safety harness or seat belt must be securely mounted. On cars derived from series production vehicles such mountings shall be positioned to bolt to factory seat belt positions or similar for lower belts, shoulder belts ideally on an angle not greater than 15 degrees below horizontal and not above horizontal. If the two shoulder straps join prior to a common mounting point, then that junction shall be at least 150mm behind the wearer's neck. In all cases of mounting the following must be observed - see [Appendix 5 - Occupant Restraint Systems](#).
- (b) On series production cars, some or all of the original seat belt mounting points may be satisfactory. Where the original seat belts are affixed to the seat, such mounting points may be used only.
- (c) Where the original unmodified mounting points on the seat are retained.
- (d) Where the original mounting points are not used, additional floor mounting points must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body.
- (e) Full harness rear mounting points must be to a substantial part of the vehicles structure.
- (f) Reinforced as for floor mounts above, or to the roll cage.
- (g) Under no circumstances may a safety harness mounting bolt be used to affix a roll cage to the body shell.
- (h) You cannot mount a harness to the parcel shelf.

### 3.14 Fire Extinguishers

- (a) Must be fully charged.
- (b) Must meet AS/NZS1841
- (c) The mount must be securely attached with bolts so that it can withstand the force of a large impact. Tech screws will not be accepted. Large washers fitted under nuts through sheet metal are strongly recommended.
- (d) The extinguisher must be held in place to the mount by a metal latch/bracket mechanism.
- (e) Plastic brackets are not allowed.
- (f) The extinguisher must be in a low, safe position and must be within reach of the driver's seat while seated.
- (g) The extinguisher must not be cable tied to the roll cage, passenger seat etc.
- (h) NOTE: BCF/Halon Extinguishers are not allowed



### 3.15 Hand-Held Devices

Under no circumstances shall the driver or passenger have in their possession any hand-held device for the purpose of filming or commentary during drift practice or competition. Any person found to be in breach of this requirement will be required to report to the Clerk of Course which may result in the competitor forfeiting their entry at the event.

## 4 DEFINITIONS

### (a) Drift Practice

The objective is to provide drivers the facilities to develop their drifting skills.

### (b) Drift Competition

A competition between individual drivers or a team which is judged in accordance with the criteria as set out in the supplementary regulations.

### (c) Driftkhana

Drifting practice or competition where one driver at a time is judged according to the criteria as set down for the event.

### (d) Tandem Drifting

Is a competition or practice event where two vehicles drive together one as a leader then a follower and vice versa. The lead vehicle sets the line, speed and angle for the second vehicle to follow.

### (e) Team Drifting

Is for two to four vehicles, whereby the lead vehicle sets the line, speed and angle allowing the following vehicles to demonstrate the driver's ability and coordination will be allowed provided it has been applied for as part of the AASA sanctioned permit.

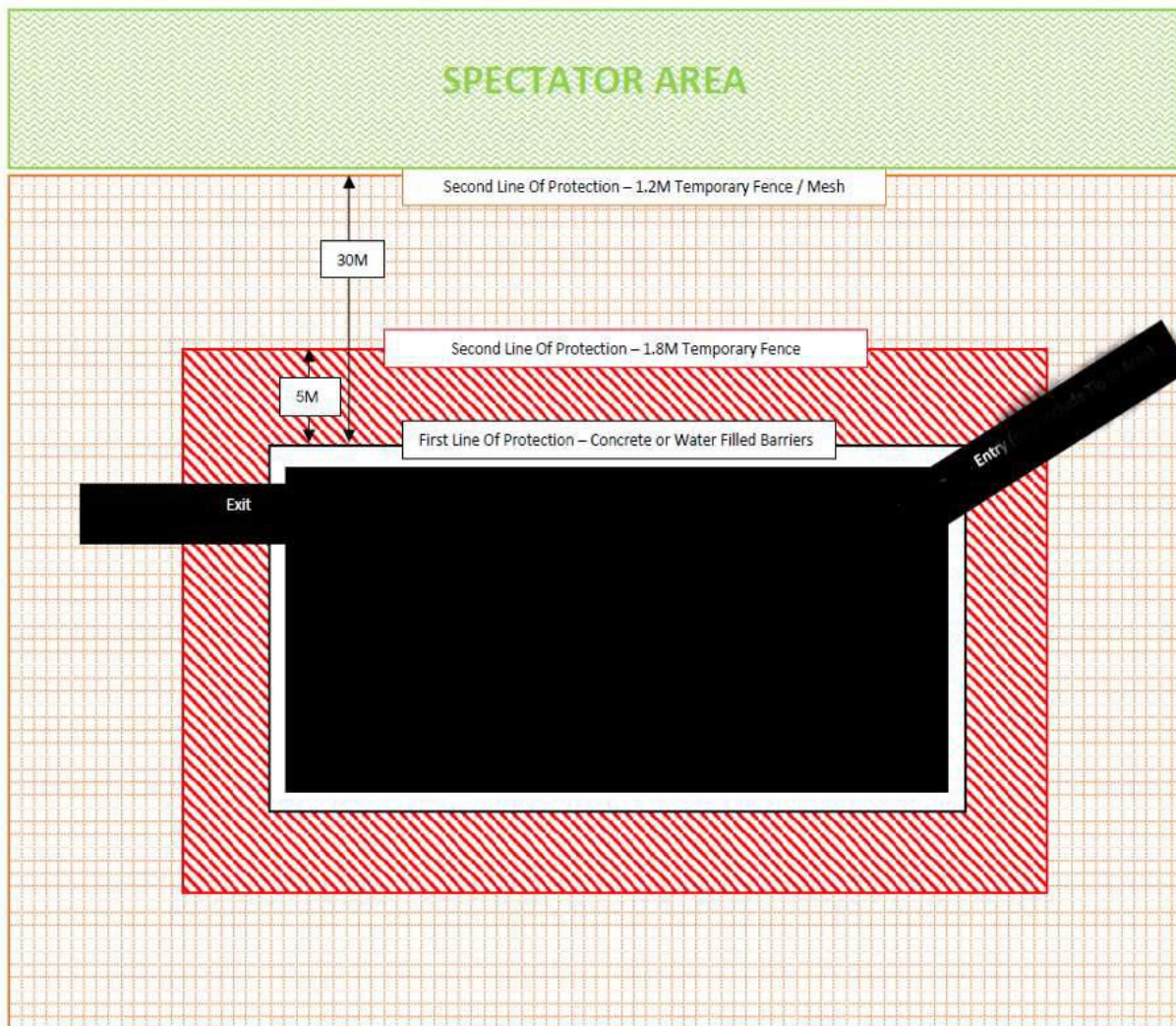
## 5 DRIFTING AREA

- (a) Must be a designated motor racing circuit of bitumen or concrete surface kept clear of debris eg. loose stone, tyre debris, etc.
- (b) If using a designated pad for practice, please refer to Diagram 1.
- (c) First line of protection is a minimum 800mm high of either concrete barrier, water filled barrier, Armco, or a tyre wall sufficiently constructed to withstand an impact. First line of protection must be of a solid construction which must not let objects to pass through.
- (d) Second Line of protection:
  - ⌚ Must be a minimum of 5M from the first line of protection and must be a minimum of 1.8M high, mesh fencing, anchored in position. And / Or
  - ⌚ For permanent circuits - must be a minimum of 7M from the permanent first line of protection and a minimum 1.2M high permanent spectator fence.
- (e) Alternative drifting pad configurations may be considered. A detailed plan showing distances, heights and constructions of safety fences must be supplied when applying for the AASA event permit. A AASA accredited Event Checker will be allocated to check the compliance and layout of the venue.



## 6 TRACK CONFIGURATION

- (a) Track configuration must be submitted when applying for an AASA permit. Tandem drifting must be considered when setting up track configuration.
- (b) Certain areas of a track can be designated as a no drift zone. Which means no drifting in that area, this will be advised to competitors at the drivers briefing.
- (c) All care must be taken to ensure that track edges are protected from run off by competitors



(Diagram 1) An example of a drift venue design layout.

## 7 DRIVERS BRIEFING

- (a) The briefing will be conducted by the Clerk of Course or designate and Event Director.
- (b) All competitors/drivers must attend the drivers briefing at the event. Failure to attend will result in exclusion from the event until such briefing has been completed.
- (c) The briefing must include the track layout including slow and no drift zones.



## 8 SAFETY CAR

A safety car or cars maybe employed on the circuit, at the discretion of the Clerk of Course, to assist in maintaining safety in circumstances where there could be immediate physical danger.

The Safety Car will be positioned at the track entry or designated area.

### (a) Identification

The Safety Car will be identified in the following manner:

- i. The words "Safety Car" will be placed on the rear and sides of the vehicle.
- ii. Flashing yellow lights on the roof.

### (b) Personnel

Personnel in the car will include:

- i. An experienced driver.
- ii. An observer capable of recognising all the competing cars.
- iii. The Safety Car will be in radio contact with Event Command (Race Control)/Clerk of Course at all times.

### (c) Use of Safety Car/Deployment of Safety Car

- i. To neutralise an Event.
- ii. Where competitors or officials are in immediate physical danger, but the circumstances are not sufficiently dangerous to stop the Event.
- iii. At deployment, each flag post will display a waved red flag until the intervention is over.

## 9 CIRCUIT BREAKDOWNS

Should a vehicle stop on the circuit (other than at the pits) at any time during an Event:

- (a) The vehicle may be towed to the nearest safe place or pit area as directed by the Clerk of Course.
- (b) A competitor may not work on their vehicle whilst on the circuit.
- (c) Only marshals of the Event shall be empowered to assist in the moving of a vehicle, and then this may be done without prejudice to their normal duties and other competitor's safety.

Notwithstanding the above, the practice of working on vehicles other than at the pits, is not allowed unless permission is given by the Clerk of Course.

- (d) Vehicles forced to stop on the track, for any reason, shall be moved off the track as soon as possible.

## 10 PASSENGERS

- (a) A passenger will be permitted in the event provided that as part of the AASA sanctioned permit it is allowed.
- (b) Passengers may only be allowed if said vehicle is fitted with a class 1a Safety Roll Cage as per [Appendix 1 - Safety Cage Regulations.](#)



- (c) All passengers must be suitably attired from neck to wrist to ankle with closed in shoes (with socks - excluding ankle socks) as well as an approved full-face helmet.
- (d) All passengers must sign the appropriate disclaimer. In the case whereby the passenger is between 14 and 17 years of age, the disclaimer must be signed by the parent or legal guardian. No passengers are permitted under the age of 14 years of age.
- (e) Passengers are not permitted in judged and or competition events including qualifying and drift battles.

## 11 PENALTIES

- (a) The Clerk of Course of the Event may impose a penalty, at their total discretion, for any breach of the rules and regulation.
- (b) Penalties can be as prescribed as per the AASA National Competition Rules.

## 12 CONSUMPTION OF ALCOHOL

Consumption of alcohol by drivers, pit crew, passengers and all officials, is always prohibited twelve (12) hours prior to the commencement of competition and during their personal involvement in competition. It is mandatory that the blood alcohol limit, prior to and during competing is zero (0.01).

Until the conclusion of the last Event, no alcohol may be consumed in the prohibited areas, including the Paddock, Marshalling and Pit areas.

Random Breath Testing may take place at any time during the event.

## 13 DRUGS

Use of any drugs effecting the performance of a competitor is prohibited, as listed in Schedule 3, AASA National Competition Rules and in accordance with AASA Drugs in Sport Policy.

## 14 SAFETY FENCE/PROHIBITED AREAS

Only authorised persons provided with the correct passes shall have access to the safety fence and prohibited areas. (Should a competitor encourage persons without passes to enter such areas, or encourage misuse or falsification of such passes, this shall constitute a breach of safety and the competitor shall be penalised by the Clerk of Course, at their absolute discretion).

## 15 NOISE GENERATION

Drivers of vehicles which record sound levels of between 93 and 95 dB(A) must be advised of such by the Clerk of Course, or their delegated representative.

Drivers whose vehicles record in excess of 95 dB(A) at any time shall, on notification of such, cease practice or final and not resume until the Clerk of Course, in consultation with the Chief Scrutineer, is satisfied that the problem causing the excessive noise has been rectified.

It must be noted that the individual circuits and pads noise restrictions are governed by the individual local government authority, due diligence must be undertaken to ensure compliance to local laws.