



2013 DRIFT RULEBOOK

(June 2013)

Table of Contents

1.0 GENERAL INFORMATION

1.1 Registration

1.2 Competitor Obligations, Agreements and Releases

1.3 Waivers

1.4 Paddock

1.5 Decision Policy

1.6 Rainout Policy

2.0 VEHICLE REQUIREMENTS

2.1 Technical Inspection

2.2 General Vehicle Requirements

3.0 DRIVER REQUIREMENTS

4.0 NATIONAL CHAMPIONSHIPS

5.0 EVENT FORMAT

5.1 Driver's Meeting

5.2 Practice Session

5.3 Qualifying Session

5.4 Tandem Eliminations (Top 16)

5.5 Judging

6.0 REQUIRED SAFETY EQUIPMENT

6.1 Tandem Eliminations and Tandem Definition

6.2 Potential 2014 Rule Changes

7.0 MEDIA

8.0 MISCELLANEOUS

1.0 GENERAL INFORMATION:

1.1 Registration:

Registration will be made available to all qualified drivers at least 3 weeks in advance of each CSCS event. Once drivers have registered, final details and updates will be made directly to the driver. Upon arriving to the CSCS event, it is the driver's responsibility to promptly check-in at the venue and register with the staff. This is done to alert officials of the driver's attendance, fill out any additional forms, distribute driver packets, and receive any last minute event updates.

1.2 Competitor Obligations, Agreements and Releases

Each competitor, by entering a CSCS event, grants CSCS and its authorized agent's permission to utilize their name, car information, audio records, pictures, videos and other media material for any advertising, promotions, broadcasting, or reporting before, during and after such event.

All CSCS competitors are required to place decals as provided by CSCS in an unmodified form and located on the car as directed by CSCS.

CSCS may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason.

1.3 Waivers:

All course workers, drivers, passengers, media, and any other individuals granted access on track or in any other area with a risk of injury must sign all necessary waivers (i.e. insurance, track, etc...). No one under 18 years of age (16 years of age, with parental consent) is allowed to be on the track. The staging lane (grid) is considered part of the track. A minor release form must be filled out and be on file for 16 and 17 year old participants. All minor participants should have at least one parent or legal guardian present at all times.

1.4 Paddock:

The speed limit is fifteen (15) KPH on the grounds and Ten (10) KPH in the paddock for any vehicle other than emergency vehicles. Failure to comply will result in dismissal from the event with no refund.

1.5 Decision Policy

All decisions will be left to the discretion of **CSCS** officials. Once a decision is made, it is final. **CSCS** has the right to change any rules without notice at anytime as they see fit. **CSCS** and track officials have the power to remove any person from competition and from the grounds if he/she sees fit.

1.6 Rainout Policy

CSCS Events are rain or shine.

2.0 VEHICLE REQUIREMENTS:

All competition vehicles must be rear wheel drive (RWD) and have a complete unibody chassis. Modifications to the suspension and engine are open, as long as they do not interfere with the aforementioned chassis rule. Tires must be DOT approved.

All vehicles are required to have both front and rear bumpers, all fenders, hood, and doors as well as working brake lights at technical inspection before the start of the event.

Amendment 1:

R compound tires are now acceptable for use.

Amendment 2:

This amendment addresses the partial tubing of the front end of a unibody chassis. Given the nature of the sport with regards to crashing or damage, the difficulty of finding older replacement chassis, combined with the drive to keep competitor costs down, it has been decided that **partial** tubing of a unibody chassis is acceptable pending technical inspection. It is recommended that a partial tube is also accompanied by a roll cage, however, this is not necessary. This change is to allow the replacement of the tubed front ends in the event of an accident than incur the cost of a frame pull or new chassis.

The definition of a partial front end tube is inclusive of anything forward of the firewall. If further clarification is required, please consult a CSCS official prior to making the changes.

2.1 Technical Inspection:

For the purposes of maximizing competitor safety, every car must pass technical inspection. A full and complete safety inspection will be performed on each car in order to access the track. The requirements are listed on the Technical Inspection Form and the technical inspectors should ensure that the vehicle meets or exceeds the minimum requirements

2.2 General Vehicle Requirements (single car practice and qualifying sessions):

(tandem eliminations consist of additional requirements listed in Section 5.1)

- .. Wheels and tires must be in good condition
- .. All lug nuts and wheel studs present and in good condition
- .. No hubcaps, beauty rings, spinners, etc...
- .. Adequate brake pedal pressure and brake fluid
- .. Brake, fuel, and coolant lines must be in good condition

- .. Brake lights must work properly
- .. Snug front and rear wheel bearings
- .. No loose or sloppy steering or excessive play
- .. Wheel alignments within visual acceptance
- .. Legal roll bars in all open top vehicles (reference Section 5.1)
- .. Factory seat belts or approved aftermarket harnesses in proper condition
- .. Battery must be securely fastened and fully enclosed if inside cabin or be of a sealed gel type
- .. All positive battery or wire connections must be insulated
- .. No fluid leaks (oil, fuel, coolant, etc...)
- .. Radiator overflow tank
- .. Gas cap secured
- .. No loose objects in the cabin or trunk
- .. Window opening closed or approved arm restraints
- .. Functional engine temperature gauge

3.0 DRIVER REQUIREMENTS:

Only registered drivers are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event, and from all participating organizations events; along with that person's guests and/or crew members.

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or guests will be directly chargeable to the driver.

Drivers must abide to, but not limited to the following upon entering and while on the course each time:

- .. Drivers must obey all track officials at all times
 - .. All occupants must keep hands and arms inside the vehicle at all times.
 - .. All safety features such as helmets, driver restraints, etc... must be fastened/secured prior to entering the staging lane and remain fastened.
 - .. Drivers must stay in their car in the event of an accident/emergency unless they are in danger of being harmed by remaining in the vehicle. In the event of a fire, drivers should come to a safe and controlled stop, engage fire system (if equipped) and exit vehicle as quickly as possible. The event staff will do their best to extinguish the fire. Since a good fire system or extinguisher is the owner's responsibility, event staff will not be held liable for any damages. Drivers should use common sense when choosing a place to stop cars, since the track management may hold drivers responsible for any damage done to the surrounding areas such as hillside and brush.
- Note: More injuries occur due to accidents while attempting to stop and/or exit a burning vehicle, than are caused by the fire itself. It is important that the driver remains calm and uses good judgment.

4.0 NATIONAL CHAMPIONSHIP

Competitors will earn points throughout the season towards the **CSCS National Championship**. The

top three drivers will receive additional awards at the championship awards ceremony. In order for a driver qualify for the championship they must compete in at least two events within the per season.

CSCS 2013 Points Events

- 1) June 2, Sun. (TMP, Cayuga)
- 2) June 23, Sun. (Grand Bend)
- 3) July 28, Sun. (Mosport, Bowmanville)
- 4) Aug. 18, Sun. (TMP, Cayuga)
- 5) Sept. 22, Sun. (TMP, Cayuga)

CSCS Championship Points Structure

Position	Points
First Place	100
Second Place	90
Third Place	80
Fourth Place	70
Top 8	60
Top 16	50
Participation	20

Tie Breakers For All Places

- 1) Most wins
- 2) Most runner-ups
- 3) Most races attended

Trophies

Trophies will be awarded for the top three drivers at each event

Please note that trophies are handed out at the event day and cannot be picked up at a later date, following event nor will they be mailed out. To receive your trophy you or a friend must stay back and pick up the trophy during the awards ceremony.

5.0 EVENT FORMAT:

5.1 Driver's Meeting:

Driver meetings are mandatory for all drivers; failure to appear at a driver's meeting will result in loss of participation with no refund. If a driver is unable to attend, and cannot send a representative, he/she must notify a CSCS official before the start of the meeting. Some latitude will be given in hardship cases. The tentative time for meetings will be made available prior to the event day, and may change the day of the event with adequate notice made.

5.2 Practice Session:

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

5.3 Qualifying Session:

The qualifying session will consist of two judged runs on the course per driver. To calculate the final qualifying scores for each driver, only the highest scored run will be retained. The top 16 driver scores will then be used to determine who will proceed to the tandem eliminations. Please note: no passengers are permitted to be in the vehicle during a qualifying session or any competitive session here-in proceeding qualifying. *If a driver does not meet the requirements to participate in the tandem eliminations, their spot will be forfeited in the first round of the tandem eliminations.*

For example, the tandem eliminations consist of the top sixteen (16) drivers based on the qualifying session. If one (1) or more of those drivers are unable to continue they will forfeit the rest of the event. The opposing driver scheduled to compete in that drivers bracket pairing will be awarded the win. Should two (2) drivers scheduled to compete against each other both be unable to compete in the same bracket pairing, both drivers will forfeit the round. The driver scheduled to compete in the next round will be awarded the win. The seventeenth (17) place driver or higher will not serve as an alternate for any of the top sixteen (16) drivers.

Amendment 1:

In the event of a catastrophic failure, a competitor will be allowed to qualify with a replacement car if one can be found. The replacement car **cannot** be the same car as used by another competitor for the same competition. The car used to compete in the tandem eliminations must be the **same** car the competitor qualified in.

5.4 Tandem Eliminations (Top 16):

The tandem eliminations will consist of runs by the top 16 drivers provided they meet all requirements regarding safety. The drivers will be seeded according to their qualifying scores and then matched up using a bracket design. Tandem runs will consist of two runs per match up. For

example, Driver A will lead for one run while Driver B will follow and then once they return to grid, they will switch positions. The higher seeded driver will have the option to choose whether they will lead or follow first.

Drivers are not permitted to use any vehicle other than the one in which they qualified in for tandem eliminations and further competition. If the intended vehicle the competitor fielded broke in practice, the competitor is hereby permitted to ask CSCS officials to switch vehicles for qualifying; however once qualifying begins the vehicle entered in qualifying must be the same entry for all competition following. In the event of a break or crash in which the vehicle is deemed unsafe or is unable to compete in the next run, the competitor automatically forfeits.

Drivers do not have the option to change tires in between tandem rounds. In the event that a car breaks down or has a mechanical failure, they forfeit their run and the opposing driver advances with a win, unless the reason for the untimely return was due to an event not related to the drivers own doing (i.e. accident on track).

5.5 Judging:

A panel of judges are each assigned a position to monitor - Line Judge, Angle Judge and Style Judge. Each judge will specifically be looking within their category of criteria and basing their final scores during qualifying. During tandem runs each judge will base their decision on overall performance based on all categories and criteria.

Speed

Speed points are calculated on a score of 1 to 10 of a KM/h. Speed is measured within the initiation zone. A maximum of 10 points is allotted.

For example if the average speed (calculated during practice runs via speedgun readings) is 55 KM/h within the marked **initiation zone** and the driver is measured at 58 KM/h the driver is rewarded with 8 points. If the driver is measured at 50 KM/h or lower 0 points are awarded. If the driver is measured at 60 KM/h or higher 10 points are awarded.

The driver must maintain an average speed throughout the course. A decrease in speed non-relative to the course layout will result in a lower overall score opinionated by the judges.

Angle

Angle refers to the difference in position between the front and rear tires. The further the rear is hanging out, the higher the drift angle. High angle and consistent or increased speed is necessary to earn points. A sacrifice in speed within certain clipping points to achieve angle will result in a deduction for overall angle score. Points from the angle judge are tallied as an overall based on the drivers run. Note that speed must be consistent throughout drift angle.

Line

Drift line refers to the most efficient way around a course layout to successfully hit each clipping point/zone. The drivers speed and angle will differ based on the driving line in this category and will result in different scores. The key objective is to follow the designed line for the course.

Style

Style refers to the driver's individual ability to take the specific judging criteria and display it in their own personal way. Competitors must be able to successfully accomplish all required credentials of speed, line and angle while standing out from the other drivers. Aggressive flicks, nearness to walls, angle and proximity to the lead vehicle (in case of head-to-head competitions) are examples of how one's personal driving style can be showcased.

Clipping Points/Zones

Clipping points (cones) and zones will be used to define car placement on the track. Care will be taken to mark these points and ensure proper placement at the discretion of the judges. Anytime an inner clipping point is hit, the vehicle will be considered to be off course, and points will either be deducted or the driver will be scored a 0, depending on the severity of the hit.

Extra Points

Extra points can be allocated ONLY from the line judge and angle judge. They are allowed to give a maximum of 5 points, which will encompass a total maximum of 40 (30+5+5) points to the style score.

Points Breakdown

Angle Judge - Max 25pts - Allowed 5pts max to style

- Overall points based on speed and line without scrubbing speed.

Line Judge - Max 25pts - Allowed 5pts max to style

- Broken down on the amount of clipping points/zones. For example if there are 5 points/zones the 25 max points are added/subtracted by 5.

Style Judge - Max 30pts

- Initiation zone - 10/30
- Proximity to clipping points/zone - 10/30
- Transition between turns - 10/30

Speed Points (Speed gun) - Max 10pts

- 1/10th of a KM (e.g a score of 58 where the average speed is 55 results in 8 pts)

A total of 100 points can be accumulated based on the above point system.

Point deductions (not specific to judging categories)

- Chase car being more than 2 cars behind
- Car collision but continues drift
- Loss of drift (straightening out)

Important notice: Any driver who does a standing burnout at any point during CSCS on or off the track will hereby be disqualified from the next round OR fined an additional entry fee.

How to receive a zero (0)

- Spin or over centering causing disruption of drift
- 2 tires off
- Run over clipping marker (will be considered going off course) -at judge's discretion if not completely run over i.e front or rear bumper hit
- Hitting lead driver causing a disruption (at judge's discretion)
- Passing other driver by forcing them off course
- Straightening out - (at judge's discretion)
- Abrupt stop

6.0 REQUIRED SAFETY EQUIPMENT:

Helmets- Helmets are required by all occupants of any car on the track. Minimum helmet requirements are Snell M2005 or Snell SA2000. Full face helmets are highly recommended.

Seat Belts - All competitors shall properly wear an approved seat belt (restraint system) during practice or competition. The competitor has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.

An OE (factory original equipment) or DOT approved three-point restraint system is acceptable for all vehicles. Use of the shoulder straps of a non-DOT approved 4-, 5- or 6-point restraint system or "racing harness" is prohibited for any vehicle not equipped with a roll cage.

Clothing- All vehicle occupants must have a minimum of long pants and closed toed shoes. Further requirements are made for tandem competition rounds (see section 5.1).

All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired to the satisfaction of the technical inspectors. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility.

6.1 Tandem Eliminations:

Definition: Tandem Drifting is defined as two cars on the same track arranged one behind the other together or in conjunction. If any two cars are on the track between the start and finish lines at the same time, they are in tandem. In contrast to professional tandem drift runs CSCS tandem runs are set up with a min. two car gap. The trailing car MUST maintain at least a two car gap between them and the lead vehicle. Judges will subtract points if this gap is increased or decreased based on their discretion. The reason for implementing the "two car gap" rule is for the safety of the drivers and as a result judges with score accordingly.

In an effort to continually develop the sport of drifting and train drivers CSCS will consider implementing the following rules and switching the judging system to a true tandem style for the 2014 season. If this occurs all drivers competing in the tandem eliminations are required to have the following equipment (in addition to any aforementioned).

Driving Suit: (Potential Rule Change for 2014)

A driver is required to wear a suit that covers his or her entire body except for their hands, feet, and head. All driving suits must be one piece and carry an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 8856-2000. Drivers must wear gloves made from a fire resistant material or leather that fully covers the driver's hands and leaves no exposed skin when properly worn with the driving suit. Approved long underwear must be made of fire resistant material and worn with all suits, except those suits carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or FIA 8856-2000. Shoes are required and must be made of a fire resistant material or leather. Shoes must cover the driver's entire foot and leave no exposed areas of skin when properly worn with the driving suit. Socks are required and must be made of an approved fire resistant material.

Driver Restraint System: (Potential Rule Change for 2014)

All competing vehicles must have at least a 5-point seat belt system in place and consist of a 3-inch lap belt, 2 or 3-inch shoulder belts, and a 2-inch anti-submarine strap. All open top cars are required to have approved arm restraints. For information regarding either 6 or 7-point systems, please contact a Street-Rec Series official or consult the current FD/DMCC rulebook. Straps should be made of Nylon or polyester, and in new or perfect condition. The buckles should be metal quick release. There should be a common release mechanism for all belts. Shoulder harnesses must be mounted behind the driver and above a line drawn downward from the shoulder point at an angle no more than 30 degrees with the horizontal plane. Each shoulder strap must have its own mounting point. All mounting hardware must be SAE grade 5 or better and fastened properly. Large diameter mounting washers should be used to spread the load. *The use of mounting bolts through floor panels, etc. is not acceptable without the required washers.*

Roll Cage: (Potential Rule Change for 2014)

An approved roll cage per a FD/DMCC, FSQ or CARS Rulebook is required for all drivers participating in the tandem eliminations. This constitutes at least a 6-point cage with door bars and is designed to protect the driver in the event of a rollover, front/rear collision or side impact.

Seats: (Potential Rule Change for 2014)

Seats must restrain the body and head from lateral and fore-aft movement. All participants must use bucket, racing style seats in conjunction with the harnesses.

7.0 MEDIA:

All media related individuals must be at least 18 years of age, wear closed toed shoes, and have signed all necessary waivers prior to gaining access on track. All media on track must provide their own spotter for each filming individual. They must follow all rules set forth by the venue and event director: in addition to obeying all event officials, course workers, and venue personnel. Media related individuals should never go on track without approval from an official and never while a vehicle is on course. They should at all times possess clearly visible identification (i.e. wrist bands, media vest, press card, etc...) alerting officials of their reason for being on course. This is extremely important, as unauthorized individuals found to be in restricted areas will be ejected from this and all future CSCS events with no refund. CSCS reserves the right to refuse or revoke media passes at any time.

8.0 MISCELLANEOUS:

- .. Participants are strictly responsible for the safe keeping of their own belongings.
- .. Consumption of alcohol by any participant is prohibited.
- .. The use of any dangerous drugs or narcotics, as defined by Federal and/or provincial laws, by any driver, crewmember, mechanic, or official is prohibited.

For any additional questions or concerns regarding the CSCS Drift Series visit us online at www.cscs.ca or contact info@cscs.ca