

Modified Article	Date of Application	Date of Publication

DRIFTING IS A SPEED EVENT DESIGNED TO BE UNDERTAKEN AT A CIRCUIT OR OTHER CAMS APPROVED VENUE WITH THE OBJECTIVE OF PRODUCING AS MUCH YAW RATE AS POSSIBLE THROUGH A SERIES OF CORNERS WHILST DEMONSTRATING THE DRIVER'S ABILITY TO CONTROL THE DIRECTION AND SPEED OF THE AUTOMOBILE AROUND A PRE-DETERMINED COURSE.

NOTE: IN RECOGNISING THAT EACH CLUB/PROMOTER IS AT VARYING STAGES OF DEVELOPMENT AT THE TIME OF PUBLISHING THESE REGULATIONS, CAMS IS OPEN TO REVISED CRITERIA ONCE EACH VENUE AND ACTIVITY IS ASSESSED AND A TARGETED RISK ASSESSMENT CAN BE ESTABLISHED. TRANSITIONAL ARRANGEMENTS CAN BE MADE DIRECTLY WITH EACH CLUB/PROMOTER FOR THEIR VENUES AS THEY ARE BROUGHT INTO COMPLIANCE WITH THE NEW REGULATIONS.

AUTHORITY

A Drifting Event shall be held under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS). The General Regulations for Drifting shall apply to each drifting event in conjunction with the CAMS Manual of Motor Sport, Supplementary Regulations and any Further Regulations issued by the event Organisers.

CAMS at its discretion may appoint a category manager for a CAMS National Drift series.

Event Supplementary Regulations and Entry Form must be made available before the event, according to NCR 67 and any other relevant CAMS regulations.

For Event Permit purposes, Drifting Events will be classified under the following 3 disciplines:

Practice/Non-Competitive (Permit system classification: Non-competition – practice)

Driftkhana (Permit system classification: Khanacross – sealed)

Drift competition (Permit system classification: Speed Event)

DEFINITIONS

DRIFT PRACTICE

A Non Speed event whereby the objective is to drive through the course and develop the skills of drifting. Tandem activities are permitted. These events are not timed, judged or scored in any way. They are to provide drivers the opportunity to develop their skill levels in a safe and non-competitive event.

DRIFTKHANA

A Non Speed event consisting of a drifting competition where one driver at a time drives through the course and is timed and judged according to the judging criteria. To be run in conjunction with Khanacross regulations.

DRIFT BATTLE

A Speed event consisting of a drifting competition where two drivers battle against one another and are judged according to the judging criteria for that drift battle. Each battle consists of two passes through the judged area, with each driver taking a turn to lead.

TANDEM

A Speed or Non-Speed event whereby two automobiles attempt to drive together to emulate the style, speed and yaw rate of the lead car on each pass.

TEAM DRIFTING

A Speed Event consisting of a competition between teams of drivers, with three to four drivers in each team. Each team passes through the judged area individually (i.e. one team at a time) and is assessed by the judge

or judges against a number of criteria which may include speed, line, angle, emulation and proximity. Teams compete for the highest point score. There are no elimination battles between teams. There is no competition between team members.

JUDGING

A judge or panel of judges will establish the order of merit of Drivers as they traverse the judged area. Assessment will be made according to car control competence based on the judging criteria. Judges will be appointed as "Judges of Fact" in accordance with NCR 181. A Chief Judge must be nominated by the event Organisers.

JUDGED AREA

The portion of the course where judging will take place. Activities occurring outside the judged area will not be taken into account by the judges. Activities occurring outside the judged area may be taken into account by the Clerk of the Course and Stewards as appropriate.

YAW ANGLE

Is the degree of maintained angle at which the automobile moves along a set line or course relative to the automobile's direction of travel.

Section 1: GENERAL REGULATIONS FOR DRIFT EVENTS

1. DRIFTING TRACK OR VENUE REQUIREMENTS

1.1 TRACK OR VENUE

- (a) Drifting Speed Events shall be conducted on a sealed surface within the confines of either:
 - (i) a Race Circuit holding a current and valid CAMS Category A or B Track Licence; or
 - (ii) a venue specifically approved for the activity by CAMS and issued with a CAMS Category C Licence for a Drifting venue.
- (b) Drifting Non Speed Events shall be conducted on a sealed surface approved for Drifting Speed Events (see paragraph 1.1(a)) or otherwise as approved by CAMS within an event permit. In every case courses will be modified and/or designed to ensure expected speeds are less than 70 kph.
- (c) An application for a CAMS Category C Licence for a Drifting venue shall be submitted and approved by CAMS prior to the issuing and approval of any CAMS event permit for a drift event at that venue.
- (d) The event organiser is responsible to ensure that the venue is appropriately licenced and approved by CAMS. For Drift Practice, no Track Licence is required.
- (e) Each venue shall ensure that specific and controlled areas are in place to ensure Spectator Safety.
- (f) The layout of the track is not subject to restriction based on weather conditions - it may be wet or dry depending on requirements for the event and environmental conditions.

1.2 NO DRIFT ZONE

Certain parts of the track or venue will be designated a "no drift zone". In addition to the changeover area, these areas may include entry/exit areas and other areas at the discretion of the event Organisers.

2. DRIVER ELIGIBILITY

2.1 DRIFT NON SPEED EVENTS

- (a) Each driver in a drift practice event must hold a current CAMS Non Speed licence or higher.

2.2 DRIFT SPEED EVENTS

- (a) Each driver in a drift competition event must hold a current CAMS Speed licence or higher.

3. EVENT SAFETY REQUIREMENTS

- (a) Fire extinguishers shall be present at the start area, finish area and at observers/flag marshals' points around the circuit or venue.
- (b) A first aid/medical plan must be submitted to CAMS with the Event Permit application by the event Organisers, appropriate for the level of event being run and in accordance with the CAMS General Regulations, Medical Services at Motor Sport Events.

- (c) The Clerk of the Course must ensure all spectators remain in designated areas behind established first lines of protection as per CAMS Track Operator's Safety Guide.
- (d) A speed limit of 10 km/h shall apply in the pit and paddock area. Failure by any driver to respect this limit may be referred to the Stewards who may apply a penalty up to and including exclusion from the competition. The Clerk of the Course is the judge of fact for determining any breach of this regulation.

4. FLAGS

Flag signals will be used around the circuit to warn the driver of certain conditions. These definitions may be varied by the Clerk of the Course for each event. If so this will be advised in writing at the drivers' briefing. The flags that may be used are:

Green Flag	This will be used to start the event.
Yellow Flag	This will be used to warn of a problem ahead. Driver must SLOW DOWN and be ready to stop at start / finish line for further instruction. Drivers must not continue drifting.
Red Flag	This indicates a severe problem ahead and the driver must prepare to stop immediately. The event has been stopped.
Chequered Flag	The event is finished and you are to leave the track.

(a)

5. BRIEFING

- (a) Each competitor/driver must attend all notified briefings and site inductions at each event. Failure to attend compulsory briefings/site induction may be referred to the Stewards who may apply a penalty up to and including disqualification from the competition.
- (b) The briefing must include information on the physical layout of the course, including but not limited to the judged area, the start/finish area, the changeover area and the precise details in regard to the way in which the event will be conducted.
- (c) For a drifting competition it shall include a briefing from the Chief Judge which shall detail the judging criteria for that event.
- (d) The briefing may also include any other information the Clerk of the Course feels necessary to ensure the safe conduct of the event and that each driver is clear on the requirements for the event.

6. DUTIES OF OFFICIALS

6.1 STEWARDS:

- (a) Stewards will have duties and powers as set down in NCR 168.
- (b) Stewards must be appointed by CAMS to all drifting competitions, and may be appointed to any drifting Event as required by CAMS.
- (c) Stewards will have no responsibility for the judging of the event.

6.2 CLERK OF THE COURSE

- (a) The Clerk of the Course will have duties and responsibilities as set down in NCR 172.

6.3 SCRUTINEERS

Scrutineers will have duties and responsibilities as set down in NCR 177. The Chief Scrutineer of each event may refer any automobile to the Stewards which in his opinion is unsuitable for the competition or otherwise in breach of these rules.

6.4 OBSERVERS AND FLAG MARSHALS

- (a) Observers and Flag Marshals will have duties and responsibilities as set down in NCR 180.

7. SCRUTINY

Each automobile must undergo Scrutiny for regulation compliance prior to participation in any practice or competition activity.

8. PASSENGERS

Passengers will only be permitted in accordance with the CAMS Motor Sport Passenger Ride Activity (MSPRA) policy and:

- (a) Only in non-competition activities; and
- (b) Permitted on Speed Event courses (see paragraph 1.1(a) only in an automobile which is fitted with a minimum of a Type 2 Safety Cage in accordance with Schedule J of the CAMS Manual.

9. PROTESTS

Protests will only be accepted by the Stewards for reasons of automobile eligibility or application of these Regulations.

10. DRIVER BEHAVIOUR AND STANDARDS

- (a) Directions and requests by officials must be obeyed. Each competitor/driver is required to behave in a safe and responsible manner at all times.
- (b) It is the responsibility of the driver to understand the course and for competition events the judging criteria.
- (c) Placing the wheels of the automobile outside the sealed surface of the drifting course will not be tolerated and may incur a penalty. The Clerk of the Course is the judge of fact for determining any breach of this regulation.
- (d) Burnouts are prohibited, save for designated areas as defined by the Clerk of the Course. The Clerk of the Course is the judge of fact for determining whether a burnout has been conducted.
- (e) A driver, and/or any passenger, is not permitted to extend any part of their person outside the body work of the automobile. This includes actions such as hands/arms out windows, or opening of doors whilst the automobile is in motion.
- (f) The Clerk of the Course will adjudicate on dangerous or unacceptable conduct, which may be referred to the Stewards who may apply a penalty up to and including exclusion from the competition.
- (g) A competitor/driver demonstrating behaviour that, in the eyes of the Clerk of the Course, provides them with an undue competitive advantage will be deemed as "unsporting conduct" and may be referred to the Stewards who may apply a penalty up to and including disqualification from the competition.

Section 2: GENERAL REGULATIONS FOR DRIFT PRACTICE

1. GROUPING:

- (a) There are 3 levels of skill used to group each driver for a practice event. The Clerk of the Course is responsible for the grouping of each driver:
 - (i) Beginner: for a new comer to the sport and for those with little experience with automobile control at this type of event, as determined by the Clerk of the Course. A beginner shall be limited to a single automobile drift practice and must be given adequate automobile spacing to ensure no automobile to automobile contact;
 - (ii) Intermediate and Advanced: Each driver classifies themselves at scrutineering. The Clerk of the Course has the right to re-allocate a driver to a different group based on their skill level displayed on track. Grouping is not mandatory for Intermediate and Advanced skill levels, however it can aid in skill development.

2. SESSIONS:

- (a) At the discretion of the event organiser and as listed in the event Supplementary Regulations.
- (b) Drift Battle simulation, or Tandem sessions are permitted for Intermediate and Advanced skill groups, with a maximum of two (2) cars permitted in each run of the course.
- (c) Team Drifting practice sessions are permitted provided each team member is of an Intermediate or Advanced Skill Level, with a maximum of four (4) cars permitted in each team run of the course.

3. EVENT LAYOUT:

At the discretion of the event organiser and as listed in the event Supplementary Regulations.

Section 3: GENERAL REGULATIONS FOR DRIFTING COMPETITION

1. EVENT FORMAT

1.1 EVENT PRACTICE

Practice sessions will be scheduled by the event Organisers. Practice runs will not be judged, and thus mistakes or good performances by Drivers will not count towards their order of merit. Practice, is strictly an opportunity for Drivers to familiarise themselves with the layout of the course and to appropriately tune their cars and test their driving ability. The area established for practice must always include the entire judged area, and may also include additional areas.

1.2 QUALIFYING

- (a) The event organiser may rank drivers into any qualifying order or determine the qualifying format. This may for instance be determined by subjective assessment, performance in previous competitions or current championship standings or as determined by a practice session or other format as determined (i.e. Round-Robin).
- (b) Practice and qualifying sessions may be combined, in which case judges will be advised by the start line personnel if a driver is about to commence a qualifying (as opposed to a practice run).
- (c) A qualifying run is an opportunity for each driver to demonstrate their abilities within the criteria laid down for judging. Judges will view qualifying and rank each driver according to the criteria as set down. The amount of qualifying time and the number of qualifying runs given to each driver will be determined by the event Organisers.
- (d) The process for determining qualifying order will be defined in the Supplementary or Further Regulations for the event. Event Organisers have the right to use qualifying as a method of determining which drivers will progress to drift battles. The number of drivers that will be allowed to compete in drift battles (for example whether the competition will start with a round of 32, a round of 16, a round of eight, etc.) will be defined in the Supplementary Regulations for the event.

1.3 DRIFT BATTLE

A judged two-car run as per the definition above. Each driver will take a turn in leading in the drift battle and at the conclusion of the first run, the automobiles will swap positions in the designated changeover area only. Overtaking between pairs is not permitted unless the driver of the lead car has slowed significantly or the passing manoeuvre takes place while both cars are demonstrating a significant yaw angle. Performing an overtake manoeuvre does not directly apply a result to either the overtaking or overtaken driver.

1.4 START AREA

The start area layout and the format of the drift battle start must be communicated, by the event organiser, to each driver prior to the drift battle commencing.

1.5 CHANGEOVER AREA

The location of the changeover area must be communicated, by the event organiser, to each driver prior to the drift battle commencing. The changeover area is to be a minimum of 35m in length and must be visually marked at least on the side of the track at the start and finish of the changeover area. The use of traffic cones or similar is recommended for marking the changeover area.

1.6 FINISH AREA

The location of the drift battle finish point must be communicated, by the event organiser, to each driver prior to the drift battle commencing. The finish area must be visually marked at least on the side of the track.

1.7 ADDITIONAL TRACK MARKINGS

Any additional track markings, (i.e. clipping points, drift line markers) must be communicated to each driver prior to the drift battle commencing. It is recommended that these points are also marked visually at least on the side of the track.

2. AUTOMOBILE IDENTIFICATION

Each automobile in competition must have a number as advised by the organiser which is clearly visible from a distance, located on front and/or side of the automobile.

3. CLASSES

The event Organisers may allocate classes within a particular event to delineate groups of appropriate drivers e.g. beginner, intermediate and advanced. Each competitor will be advised if any classes apply to an event in the Supplementary Regulations.

4. METHOD OF JUDGING AND SCORING

- (a) For each event a judge or panel of judges will be appointed by the organiser. If there is more than one judge, the event Organisers will nominate one judge as the Chief Judge. The Chief Judge will use this position only to adjudicate on tied scores.
- (b) Scores or battle results shall be based upon the qualitative assessment of judges.
- (c) Scoring or battle results will take place according to criteria set by the event Organisers. Such criteria will be made available to each competitor/driver prior to an event commencing.
- (d) The judges are the only persons who may advise a competitor/driver on interpretations on the judging criteria.

5. JUDGES DECISION:

- (a) Generally the judge's decision will be final and no protest or appeal may be made to the Stewards regarding the decision of the judges of an event.
- (b) A specific Drifting Championship, Series or event shall be required to detail the regulations and/or requirements in regard to a judged decision and may permit a driver to seek a judge's decision appeal or review, the process and detail of which shall be included in the Championship, Series or Event Supplementary Regulations. This is not a mandatory requirement and is available at the discretion of the event organiser.

6. JUDGING CRITERIA

- (a) A specific Drifting Championship, Series or event shall be required to detail the regulations and/or requirements in regard to the judging criteria.
- (b) Judging criteria will differ between qualifying and drift battle.

6.2 The criteria for judging may, and recommended as a guide, include the following:

- (a) **QUALIFYING:** During qualifying judges will assess drivers against at least three criteria - speed, line and angle:
 - (i) **Speed:** Maximum points will be awarded to the driver whose automobile maintains a consistent high-speed yaw angle (relative to the radius of the corner) considering the speed that the driver's automobile maintains:
 - (A) entering a corner;
 - (B) through a corner; and
 - (C) through the entire judged area.
 - (ii) **Line:** How closely a driver's automobile is able to follow the drifting line as set by the event organiser. Maximum points will be awarded to a driver who can clip each "clipping point" of each corner, through the entry, apex and exit of turns. Points will be deducted from a driver who fails to keep within the track edges while drifting.
 - (iii) **Yaw angle:** The angle of rotation of the automobile relative to its direction of travel, as well as the driver's ability to sustain this angle for as long as possible. Particular emphasis is placed on a driver's ability to:
 - (A) apply yaw entry angle into a corner;
 - (B) link corners using a consistent series of drifting motions;
 - (C) generate angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner;
 - (D) maintain a wide angle of drift for long periods; and
 - (E) control the automobile when maximum amount of opposite lock is used.

- (b) **DRIFT BATTLES:** During drift battles judges may assess drivers against speed, line, angle proximity and emulation. Consideration will also be given during drift battles to factors such as overtaking, spins, collisions, accident avoidance and unsporting behaviour. Additional criteria may include:
- (i) **Proximity:** Additional points may be awarded to a driver who, when chasing the lead car, are able to attain and maintain close proximity to the lead car.
 - (ii) **Emulation:** Additional points may be awarded to a driver who, when chasing the lead car, are able to emulate the speed, line and angle of the lead car. Higher points will be awarded, however, if the driver of the lead car demonstrates superior speed, line and angle.
 - (iii) **Overtaking:** The chase car may only overtake the lead car under drift conditions, i.e. where the chase car is able to demonstrate superior speed, line and angle, or when the lead car spins and the chase car is forced to overtake to avoid collision. In such circumstances the car that has been overtaken may be penalised for that run. If the car that has been overtaken subsequently regains its position with another legitimate overtaking manoeuvre, any points penalty applied may be negated. Overtaking under non-drift conditions will be penalised. Performing an overtake manoeuvre does not directly apply a result to either the overtaking or overtaken driver.
 - (iv) **Spin during battle:** If the lead car spins during a tandem battle run and the chase car fails to overtake, the lead car may score low points for that run. If a spin by the lead car forces the chase car to spin or take evasive action to avoid a collision the lead car may be penalised for that run. If the chase car spins during a battle then it may be penalised for the run.
 - (v) **Accident avoidance:** If the driver of the lead car makes a mistake which causes the driver of the following car to take avoiding action or abandon the drift, points are deducted from the lead car. If the following car is using a cornering line, which will achieve a higher assessment (is closer to the inside of the corner) while achieving the same yaw angle as the lead car, and is forced to abandon its drift because of imminent collision with lead car, points may be deducted from the lead car.
 - (vi) **Collisions:** Judges may deduct points from the driver who is in their opinion responsible for a collision. Incidents which result in collisions, either between cars or between cars and barriers may be referred to the Clerk of the Course.
 - (vii) **Unsporting behaviour:** Competitors/drivers demonstrating behaviour that, in the eyes of the judges, provides them with an undue competitive advantage may be penalised. This applies whether the advantage is as a result of deliberate actions on the part of the competitor/driver, or simply an incident or circumstances that might unjustly influence the results of competition.

7. PENALTIES

- (a) Actions contrary to these Regulations, any Supplementary or Further Regulations, the directions of officials or any other inappropriate behaviour outside of applicable general CAMS procedures may result in penalties being applied in accordance with the NCR.
- (b) The penalty of exclusion from the event may be imposed upon competitors/drivers. Other, lesser, penalties may be imposed such as loss of a qualifying run, percentage of point loss, loss of a practice run or reprimand, at the discretion of the Stewards, or where applicable, the Clerk of the Course.

8. COMPETITION TIME-OUT

A specific Drifting Championship, Series or event shall be required to detail the regulations and/or requirements for any Competition Time-Out (i.e. Mechanical, Tyre etc.) either in the Championship or Series regulations or in the event Supplementary Regulations. These regulations for a competition time-out may be varied by the Clerk of the Course for each event. If so this must be advised in writing at the drivers' briefing.

Section 4: GENERAL REQUIREMENTS OF AUTOMOBILES IN DRIFTING COMPETITIONS

1. ELIGIBLE AUTOMOBILES:

- (a) Drifting events are generally restricted to series production automobiles with at least two seats. The nature of the event generally renders front-wheel drive and all-wheel drive automobiles unsuitable. Imported automobiles, including left-hand drive, are acceptable, and automobiles need not be road registered.

- (b) A specific Drift Championship, Series or event may apply additional automobile eligibility requirements and/or regulation.
- (c) Each automobile shall be generally complete and not subject to damage that has not been repaired or missing complete bodywork components.

2. GENERAL SAFETY REQUIREMENTS:

- (a) **Each automobile** in a drift event must comply as required with the CAMS Manual including those requirements as set out in Schedule A and B of the "General Requirements for Cars and Drivers".
- (b) **Each driver, and passenger**, as a minimum must wear apparel, including a helmet, as required under Schedule D for Speed Events in the CAMS Manual irrespective of whether the activity is a Speed or Non Speed event.

NOTE: An automobile modified to suit CAMS safety and regulatory requirements may no longer be compliant for Road Registration under the relevant authorities. It is the sole responsibility of the driver to ensure that the automobile they are driving on the road is compliant with any relevant authority requirements.

- (c) Each Automobile in a drift Speed event shall be fitted with a Fire Extinguisher as required for a Speed event in compliance with Schedule H of the CAMS Manual.
- (d) Each automobile interior shall be free from loose or unsecured items.
- (e) A specific Drift Championship, Series or event may apply additional automobile or driver safety requirements and/or regulations.

3. FUEL

- (a) Each competitor must only use Commercial Fuel as defined in Schedule G of the CAMS Manual.

4. CAMS VEHICLE LOG BOOK

Each automobile in a State Level or above Drift Competition event shall be required to have a CAMS Vehicle Log Book in accordance with Schedule L of the CAMS Manual, save for a road registered automobile and unless otherwise approved by CAMS.

5. SAFETY CAGE STRUCTURE

- (a) Each automobile in a State Championship and above level Speed event must be fitted with a minimum of a Type 3 Safety Cage Structure that incorporates, as a minimum, the following in accordance with Schedule J of the CAMS Manual:
 - (i) More than a single door bar on each side of the automobile.
- (b) Each automobile in a Speed event must be fitted with a minimum of a Type 2 Safety Cage in accordance with Schedule J of the CAMS Manual.
- (c) Each open automobile (i.e., without a supporting structure between the top of the A-pillars and rear window) must be fitted with a minimum of a Type 2 Safety Cage in accordance with Schedule J of the CAMS Manual.
- (d) Whilst not mandatory for closed automobiles in events other than those in paragraphs 5 (a), (b) and (c), a Safety Cage approved by CAMS is highly desirable.
- (e) Each Safety Cage fitted shall comply with Schedule J of the CAMS Manual and be registered/certified in accordance with Schedule J. A Safety Cage that is not compliant with CAMS Schedule J or that is not registered/certified by CAMS may be approved by the Chief Scrutineer for an event that does not require a vehicle to be fitted with a safety cage structure.
- (f) Each automobile that is to carry a passenger shall comply with the requirements detailed in Section 1., Article 8.
- (g)

6. SEAT BELTS / HARNESES

- (a) A seat belt or a safety harness must be worn at all times whilst the automobile is in motion both on and off the competition surface. Only a standard seat belt is required for drifting but if a harness is

fitted to an automobile it must be of an approved type. The permitted seat belt and safety harness standards are listed in Schedule I of the CAMS Manual.

NOTE: A safety harness may have a "use-by date" that has been set by the manufacturer or certifying body. Each safety harness used shall be required to be within the use by date in accordance with the CAMS Manual.

- (b) Each safety harness or seat belts must be a complete unit sourced from a recognised manufacturer. It is not permitted to mix parts of a seat belt/harness of different types or manufacturers. A safety harness or seat belt must be fitted and worn in accordance with any manufacturer's instructions.

7. WHEELS AND TYRES

- (a) Tyres for Drifting shall be generally and commercially available from stocks normally kept in Australia, and should be certified and marked on the tyre wall with E-Mark, D.O.T or AS Standards.
- (b) A specific Drifting Championship, Series or event shall be required to detail the wheel and tyre requirements for each automobile, either in the Championship or Series regulations or in the event Supplementary Regulations. This may include regulation applied or determined by automobile weight.

8. AUTOMOBILE MODIFICATIONS

- (a) It is permitted for components, except any engine exhaust outlet, to protrude through the bonnet to a maximum height of 200mm above the bonnet line. Any rotationally moving component protruding through the bonnet must be fitted with an effective guard.
- (b) The primary engine exhaust outlet/s must comply with Schedule B of the CAMS Manual.
- (c) Each exhaust system component shall be separate to the automobile cockpit. It is permitted to modify the vehicle floor, firewall or other panel below a horizontal plane passing through the horizontal centreline of the rear wheel hub to permit the exhaust system to pass through a cut-out/relief therein. Any relief or cut out made for the passage of the exhaust system must be completely sealed to the cockpit.
- (d) It is permitted for a turbocharger waste gate exhaust outlet (i.e. screamer pipe) to exit separate to the primary exhaust outlet. A turbocharger waste gate exhaust outlet must exit at the perimeter of the vehicle which may be:
 - (i) to the side;
 - (ii) to the rear; or
 - (iii) through the bonnet provided that the outlet protrudes only to a maximum height of 30mm above the bonnet line.
- (e) A specific Drift Championship, Series or event may apply additional automobile modification requirements or regulations, in addition or further to the above.