

DRIFT RULES & REGULATIONS

All drivers and passengers need to adhere by these rules and regulations. Please take 5 minutes to have a read through the list below to avoid any disappointment on the day.

There won't be any refunds due to bad weather/incident out of or control.

Refunds will only be made up to a week before the event. Transfers to another event will cost £10 but must be to another event in the same year. Cancellations will also result in £10 admin charge. Nothing will be carried over to the next year. All entries will close on the Wednesday at midnight before the Saturday event for everyone.

NO EXCHANGES of drift/passenger tickets allowed. If you turn up on the day having exchanged a ticket, this will NOT guarantee you a place and may lead to extra cost if you do get a place.

Driver's briefing is usually 8.30-8:45am.

Drifting starts at 9am and ends at 4pm.

Driving licence needed for anyone entering on the day.

Windows need to be closed or a net present when drifting.

Arms and legs covered and helmets on for both driver and passenger when drifting (Bring your own – not guaranteed to hire one). Seatbelt/harness done up.

Take your tyres home with you and put your rubbish in the bins provided near the toilets. Any fly tipping of tyres will result in you being banned from future events.

Obey the marshals and flags. Bad attitudes towards the drift track marshals are not acceptable, any problems ask for Martin or Trevor.

Scrutineering:

Cars need to be scrutineered, common sense stuff you should have really sorted yourself prior to any event:

“I’ve drifted at another event or even here before with said defect” is not a valid excuse. It just shows you’ve not used common sense or listened to advice given previously.

Seat & Belts:

This is the main reason most cars usually fail scrutineering

Secured correctly using **ALL THE MOUNTING BOLTS!** Please double check harness mounting before coming. There is a lot of info online for harness mounting, if you’re unsure then message the page for advice before attending.

Dangerous or badly mounted seats or seat belts will get you sent back to the pits to rectify and you will need to join the back of the queue for re-inspection.

If a passenger seat is fitted this will also be covered by the same rules as passenger tickets can be bought at any time during the day.

Tow hooks/straps (front and rear):

Easily accessible tow hooks are required front and rear. If these are missing you will not be allowed on track because if you break down, you will waste everyone else’s track time while the recovery truck tries to rescue you. Tow straps are cheap enough.

Straps are preferred to BMW type screw in hooks as these can be dangerous and snap. You will need to have a front and rear tow device fitted to get on track! So often overlooked, and for everyone else’s benefit to get the track clear quickly.

Please do this before arriving, your car will be strapped to whatever we can find to be towed off track if none are accessible.

Helmets:

Please bring with you to scrutineering for inspection. Helmets need to be in good order without cracks etc. Motorcross type helmets are not accepted in any four-wheeled vehicle.

Battery:

Must be secure, and unless fitted in the engine compartment needs to be installed in a battery box which itself needs to be secured properly with a removable lid for inspection. If in the engine bay or boot ideally positive terminal covered so it can’t short in the event of a crash.

Wheel nuts:

All present and secure, no alloy wheel studs.

Hub caps covering view of bolts/nuts should be removed from wheels before coming to scrutineering.

Roll cages:

If present, bolted in correctly (yes, we've had loose cages turn up and worse).

Also cage padding strongly recommended around any potential contact points. (Certainly, Within 150mm of driver's helmet).

Exhaust:

We don't have a specific db limit, but common sense applies. A complete exhaust system is required ideally exiting at the rear with no leaks and with at least one silencer. No one, (literally no one) wants to hear a straight piped E36 limping its last breath to the limiter on a Saturday, least of all the Marshalls who have to hear it all day.

NO BEE-R LIMITERS! If you have one you will be asked to turn it off or so it doesn't bang like a shotgun.

Fluids:

Breather systems intact or run in to a (ideally empty) catch can. Open breather hoses are not acceptable. If a vehicle is seen to have a fluid leak of any kind you will be removed from track until rectified and a scrutineer will need to recheck your car before you go out again.

Fuel system:

If the boot contains any of the fuel system, the boot must be separated from the passenger compartment with a firewall.

Any fuel lines running inside the car must be continuous (unbroken) ideally metal or braided with no joints within the passenger compartment and should be on the passenger side of the vehicle.

Brakes:

Fitted and working as per a road car. No rear brake deletes or unsafe modifications etc.

Footwells/interior:

Free of junk (having a bottle roll under your pedals or a jack in the back of your head is not fun) so please make sure you've unloaded your stuff before joining the scrutineering queue! You will be sent back to unload if not!

Lights and wipers:

Working lights and wipers will be needed if it's foggy/rainy. Arrive prepared for the worst as weather can change quickly and drastically.

Windscreens:

Need to be in a decent condition - small cracks and chips are generally acceptable but there may be a chance it will fail if it is deemed dangerous by the scrutineer.

Convertibles:

These require a minimum of a half cage or 4 point roll over bar. Please make sure these are suitably made, mounted properly and are sufficient for purpose. A convertible with an incorrect or dangerous type will not be allowed on track at the scrutineer's discretion.

Fire extinguishers:

At least a cheap handheld extinguisher mounted firmly within reach of the driver is strongly recommended. You're on an airfield, fire happens quickly, and chances are it'll happen the furthest point from a Marshal.

Don't risk your pride and joy by denying it at least a cheap foam extinguisher. These are currently as little as £20 online, much cheaper than replacing your car.

DRIVER/PASSENGER INFO + TRACK RULES

Any questions during the day the marshals are here to help. We can send you out in groups of friends, give you gaps to other cars etc – just ask the marshals on the start line.

- Cars must be scrutineered before going on track.
- Arms & legs covered.
- Helmets required.

- Windows shut or window net present.
- Seat belts or harness's secured and fitted.
- Never exit the vehicle on track if you break down or get stuck unless of an emergency - Wait for the marshals to come to you.
- 3 queue lanes for the main track:
Left = advanced/trains/twinning
Middle = Intermediate/twinning
Right = Novice (no twinning/trains)
- Enter and exit the tracks **SLOWLY**. No wheel spinning past the marshals
- When in the que lanes stay by your cars and keep up with the que – no changing tyres in the que.
- If you want to twin with other people make sure you ask their permission first
- If you pop a tyre exit the track immediately and **come to the start line to collect it if it gets left on track!**
- Track sessions are timed. When the flag is waved at the start line you have 1 more lap, then exit the track.
- Beginner Playpen is accessed by driving up through the parking area and around to the barn behind the main track.
- Sensible speeds and driving when driving off track. No drifting, burnouts, handbrake turns etc **ANYWHERE** other than the dedicated tracks.
- No bad attitudes towards the staff/marshals or other drivers. Failure to comply will result in a warning, repeat offence will result in you not being allowed on track.
- The track layout is set out with cones - **try not to hit them as it slows down the track time**. Warnings will be given out for this, constantly smashing multiple lines of them is unacceptable.