



Passenger Guidelines And Rules.

Drifting with Passengers

RACERS recognises that sitting in the passenger seat of a drifting car is an exciting and memorable experience and wants to encourage that part of the Drift scene. Drift Event Providers need to understand the restrictions surrounding this part of the event and where culpability lies should an insurance claim arise out of allowing passengers into drift vehicles.

Because there is a certain amount of risk involved for an innocent bystander (i.e. the Passenger), that risk must be minimised to the point of being of no greater risk than being a passenger on the road. Because RACERS has no control of the driving standards during this activity it is recommended that the Event Provider makes the driver's exposure very clear in order to protect themselves from a claim by the driver against them.

RACERS does extend its Personal Accident policy to cover passengers under specific circumstances and these are:

1. The passenger has signed an indemnity that removes all risk from RACERS if an accident should occur.
2. The indemnity has made it clear that the passenger understands and accepts that they are about to undertake an activity which has an obvious risk of injury and could possibly result in their death.
3. The driver recognises they have a duty of care to the passenger and willingly undertakes the full responsibility for the passenger's wellbeing whilst getting into, getting out of and whilst they are in the passenger seat of the car under the control of the driver.
4. The driver must also ensure that the passenger has actually signed the indemnity mentioned in 1 above before they allow a passenger to enter their car.
5. It is the responsibility of the Event Provider to supply the Indemnity form(s) for the passengers, to issue the passenger with a wrist band properly applied and ensure that no car leaves Pit Lane unless the passenger has shown they are wearing the correct wrist band.
6. The Event Provider has the right to charge for the supply of the indemnity, wrist band and to offset the cost of extra staff to police the procedures outlined above.
7. The Event Provider has no claim on RACERS if these procedures have not been followed.

As a general guide based on prior experience the following restrictions should be applied:

1. The course for the passenger rides should have no concrete or ARMCO walls on the passenger side of the vehicle that does not have a grass verge or gravel arrestor bed at least 3 metres deep between the track edge and the wall.
2. There are specific or "social" passenger sessions during which no competition is permitted.
3. No passengers are allowed during any timed activity.
4. No passengers are allowed if there is a straight longer than 150 metres unless the

driver agrees not to take full acceleration on the straight.

5. For individual rides there must be a reasonable gap between vehicles, i.e. there should be no two vehicles less than 100 metres apart in the Hot Zone defined in the Venue Accreditation document.
6. Vehicles must be either roadworthy road registered vehicles with laps sash seat belts or race vehicles with certified race seats properly installed to SFI requirements. Doors must be either original doors with cards in place or there must be at least one anti-intrusion bar slightly above hip height on the passenger side of the vehicle.
7. No passengers are allowed if there is a straight longer than 150 metres unless the driver agrees not to take full acceleration on the straight unless there is a chicane to bring the vehicle down to a safe speed.
8. Passengers are required to wear a crash helmet which at least meets either SFI, ASTM or Euro standards for road use.
9. Passenger's minimum height is 1200mm.
10. Children's' seats and booster seats are not permitted except where required by legislation.

If the passenger is a minor (under 18 years of age) please refer to Minors in Motorsport

Drifting is considered a low risk motorised recreational activity where speeds seldom exceed 120KpH in the forward direction; but this expectation is governed by the length of straights. For this reason the actual layout being used for passenger rides might be a subset of the normal Hot Zone. Therefore there may be a need for the Event Provider to modify the usual venue configuration to decrease the likely Vmax of the vehicles to less than 120KpH.

The Event Provider has the authority to restrict passenger ride zones as they see fit to ensure the smooth running of the event and the safety of the passengers.