

**Hi-Tec Oils Drift Allstars  
Pro-Am  
Sporting and Technical Regulations  
2020**



**Hi-Tec Drifting Australia™** ABN 76 168 635 201  
5 Tarlington Place, Smithfield NSW 2164  
**Correspondence:** PO BOX 322, Castle Hill NSW 1765  
**PH:** 1300 796 009 | **FAX:** (02) 9604 1611 | **info@hi-tecdriftingaustralia.com.au**

### **Introduction:**

**Hi-Tec Drifting Australia** are pleased to provide you with Sporting and Technical Regulations for the **Hi- Tec Oils Drift All Stars Pro Series**. Competitors, teams, drivers, and officials must read and comply with these rules. Motorsport Australia's National Competition Rules (NCR) and the Standard Regulations for Drifting will apply except in circumstances where the section is replaced here. These regulations form part of the licence and entry agreement and penalties will apply to drivers who disobey them. By signing the licence or entry agreement, you agree to be bound by these Sporting Regulations, the terms listed in the Licence agreement for the category you are entered and any further or supplementary regulations issued by **Hi- Tec Drifting Australia (HTDA)** either before or during each event.

The **Hi-Tec Oils Drift Allstars Pro & Famous Insurance Pro-Am Series** shall be classed as a Multi-Club Speed event, consisting of 5 Rounds throughout Australia.

### **Promotor:**

#### **Hi-Tec Drifting Australia Pty Ltd.**

16 Tarlington Place,  
Smithfield, NSW, 2164  
(02) 9616 5700  
0427 362 168

Director: *Mr George Gambino*  
Series Manger: *Miss Tayla Kennedy*



### **Series Sponsor:**

#### **Hi- Tec Oils Pty Ltd.**

5 Tarlington Place,  
Smithfield, NSW, 2164  
1300 796 0096

Director: *Mr George Gambino*  
Marketing Manger: *Mrs Valerie Towson*  
Sponsorship Manager: *Miss Tayla Kennedy*





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## **Series Personnel:**

### **Series Manager/ Club Secretary:**

Tayla Kennedy  
Mobile: 0490 137 057  
Email: [tkennedy@hi-tecdriftingaustralia.com.au](mailto:tkennedy@hi-tecdriftingaustralia.com.au)

Who will be responsible for:

- a) Administrative matters which includes receiving all Round entries and payments, Producing relevant documentation before, during and after the event
- b) Promotion of the series/ events
- c) Ensuring correct placement of decals on vehicles competing in the series ie. window banners and door cards
- d) Maintain and allocate a competition number for each automobile entered
- e) Liaise with Civil Authorities; Clerk Of Course and Steward and ensure that the relevant permissions are obtained
- f) Coordinate staff & officials at the events
- g) Apply Motorsport Australia's Rules and Event Supp Regulations
- h) Manage Incidents: Apply Motorsport Australia's Safety 1st requirements and Ensuring the Emergency Plan is implemented

### **Head Judge/ Technical:**

Daniel Mackie  
Mobile: 0424 406 932  
Email: [drifting@people.net.au](mailto:drifting@people.net.au)

Who will be responsible for:

- a) Managing the judging team for each round
- b) Leading drivers briefing
- c) Managing the technical and judging section of these series regulations
- d) Liaising with competitors regarding point c above.
- e) Preparing judging requirements for the event and media productions
- f) Acting as Clerk of Course as required by the series
- g) Operating race control as required by the series

## Event Description:

Each Round shall be conducted in accordance with the current *Motorsport Australia* National Competition Rules, the Standing Regulations for Drifting, these Sporting Regulations and any Supplementary & Further Regulations issued for the event and approved by relevant authority for the event.



## Event Registration:

### 1. Entries

- Registrations will be accepted via the Hi-tec Drifting Australia website, <http://www.hitecdriftingaustralia.com.au/enter>, and only valid when accompanied by the appropriate entry fee and **must** be received **no later than 14 days** prior to the event.
- Late entries will incur a late fee of \$50 and will only be accepted if approved by the Event Secretary.
- The signed consent of the parent or guardian of any driver under the age of 18 years must be undertaken at sign on, at the venue on the day of event.
- Entry forms will be accepted via the following methods:
- The following payment methods will be accepted:
  - Eftp
  - Direct Bank Deposit

### 2. Organisers Rights

- The Organisers reserve the right to cancel, abandon or postpone the Event in accordance with NCR 59 of the current Motorsport Australia Manual of Motor Sport
- The Organisers reserve the right to refuse any entry in accordance with NCR 83

### 3. Withdrawals

- If a Competitor advises the Organisers that he/she is unable to attend the event and withdraws from the event, entry fees may be refunded under the following conditions:
  - Withdrawal of Entry before 31 days prior to the event = Full refund of fees paid
  - Between 31 and 14 days prior to the event = **80% refund of fees paid**
  - Between 14 and 10 days prior to the event = **50% refund of fees paid**
  - Any less than 10 days prior = **Full loss of all fees paid**



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- b. For Season entries there will be **NO** refunds after the commencement of the season (14/02/20)

**\*Please note that ALL withdrawals will incur an administration fee of \$25\***

### **Condition of Entry:**

*This series is a Pro class event and is open only to vehicles that pass scrutiny and meet the pro class appearance. In all cases competition vehicles must comply with these regulations. Vehicle presentation eligibility will be at the sole discretion of the event organising committee and all automobiles shall comply with the NCR's and notations made in these sporting regulations.*

#### **1. Licence**

- a. A current Motorsport Australia (CAMS) Level 2 Speed (L2S) Licence is required for all competitors, Drift 4 Real Practice Days, Pro-Am and Pro.
- b. Day licences are available and can be organised on the day, please ensure you notify the event secretary no later than 7 days prior to the event

#### **2. Scrutiny/ Safety Checks of Vehicles**

- a. All vehicles must be presented to scrutineering before practice or competition and during the event as directed by Chief scrutineer or senior officials

#### **3. Drivers Briefing**

- a. All Drivers, without exception, are required to attend the **COMPULSORY** Drivers Briefing on both mornings of the event, Drift 4 Real and Competition day. The Briefing Room will be advised in the Further Regulations.
- b. Anyone failing to attend the briefing will be referred to the Stewards of the Meeting and may be fined up to \$200 or loose competition points. Drivers Briefings may include information on Proof of attendance will be the sign on sheet that **MUST** be signed when arriving at the Briefing.
- c. The Drivers Briefing will only be open to attendance by the Competitor/Driver and One (1) spotter/crew members from their team. Additional team members will be denied access.

#### **4. External Appearance - Decals etc.**

- a. Hi-Tec Drifting Australia reserve the right to have any decals, or other items removed or covered at their discretion
- b. Hi-Tec Oils Drift All Stars window banners are required as well as other decals and must be present in the specified location at the time of scrutineering.
- c. A fine of \$50 can be issued if a competitor enters the competition surface with excluded decals



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## **5. Two Seater Operations - Passengers in Vehicles**

- a. Passengers are not permitted in vehicles during competition.
- b. Passengers are permitted in vehicles during practice sessions and designated media sessions provided the following is met (NOTE: this activity will be conducted in accordance with the Motorsport Australia's Motor Sport Passenger Ride Activity Policy);
- c. Cars participating in ride sessions must have at a minimum half cage fitted with side intrusion or ADR approved doors, and identical seats and seat belts.
- d. The car and driver must be entered to compete at the event
- e. The driver must hold a current Motorsport Australia (CAMS) Level L2S licence or higher and civil licence and the car must have passed scrutiny for passengers, it is the car crew's responsibility to notify the scrutineer during official scrutineering that they intend to take passengers out during the event.
- f. The car must have the passenger lights fitted and illuminated.
- g. Passengers must wear the same protective gear as a Driver and comply with Apparel for Speed Events in Schedule D of the Motorsport Australia's Manual of Motor Sport.
- h. The use of hand held phones, camera's or recording devices is prohibited.
- i. Fixed Cameras may be approved during official scrutineering.
- j. Passengers must sign an indemnity prior to being allowed on the circuit. The minimum age of any passenger is 16, a parent or guardian must be at the event to sign required paperwork on behalf of the passenger if under 18.
- k. Personal accident Insurance shall apply to passengers.

## **Category Regulations:**

### **1. Technical Eligibility and Safety Equipment**

- a. Where any doubt may exist in understanding any regulation contained within these Sporting Regulations or the NCR's it will be understood that it is the competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to the Hi-Tec Drifting Australia's Series Manager.
- b. All competition vehicles must comply with the Motorsport Australia's Manual of Motor Sport, Schedule A and B General Requirements for Cars and Drivers.

### **2. Driver Apparel**

- a. Drivers and passengers must comply to the minimum requirements set out for a multi-club speed event in the Motorsport Australia NCR's Schedule D part 1.4 except where a higher requirement is listed below.



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- b. All drivers competing in the Pro category are required to wear a minimum single layer race suit compliant to Schedule D.
- c. All drivers are required to wear race boots compliant to Schedule D
- d. All Drivers and passengers are required to wear socks compliant to Schedule D
- e. All Drivers must wear gloves compliant to schedule D
- f. All Drivers are strongly encouraged to use FHR compliant to Schedule D
- g. All Drivers are strongly encouraged to use fire retardant undergarments compliant to Schedule D.

### **3. Vehicle Eligibility:**

- a. Cars must have fitted a front and rear bar, bonnet and side skirts at all times during the competition sections of the event unless the bar has been destroyed beyond repair during the event and all spares have been utilised, the bars reparability will be decided upon by the chief scrutineer.
- b. All vehicles must be, or have been, mass produced and available for purchase from a major manufacturer as an OEM vehicle. Cars not available in Australia, but available for public sale overseas are permitted but require approval from the event organising committee. Open wheel vehicles, kit cars, clubman cars and full-tube purpose built race cars, are not permitted.
- c. All vehicles must be rear-wheel-drive and must have 4 wheels with the steering acting on the front wheels only.

### **4. Body and Appearance**

- a. Bodywork may be manufactured from lightweight composite materials such as fibreglass or carbon fibre.
- b. The vehicles side profile shall remain standard with the exception of the front bar, bonnet, rear bar, rear spoiler, side skirts and wing.
- c. Front and rear spoilers/wings are permitted. Front spoilers may be part of the front bumper and front spoiler under-trays are allowed however are not to extend back past the front suspension cross member (in line with the centre of the front lower control arms). Rear under trays are permitted but must not extend past the trailing edge of the rear wheel arch. This is the only form of under trays allowed.
- d. Bonnets may be modified for the purpose of venting / cooling or may be modified to allow the passage of mechanical components subject to approval by the series scrutineer. Such modification shall be contained to the minimum required to provide clearance and may require the addition of covers or shielding.
- e. Window tinting is permitted on all windows except the front windscreen.

### **5. Chassis**

- a. The vehicle chassis, frame and/or unibody must remain unmodified between the vertical planes created by the original forward most and rearward most suspension mounting points. Unibody or chassis may be seam welded

- b. The original OEM floor pan must remain fully intact between the vertical planes as described in section 5.a. with exception of the transmission tunnel which can be enlarged so long as it is sealed and reconstructed with metal no thinner or weaker than the original.
- c. Transmission shifter locations may be enlarged or relocated in the transmission tunnel when non original transmissions are used.
- d. The interior unibody must remain fully intact and unmodified around the entire outside perimeter of the Vehicle, between and inside the front and rear vertical planes as described in section 5.a. from the original floor pan at the lowest horizontal plane to the roof at the highest horizontal plane, with exception of allowances given in sections 5.e. and 5.f..
- e. Other interior unibody structures may be removed between and inside the vertical planes described in section 5.a. that are not part of the original floor pan or outside perimeter of the unibody. These items can include interior tabs and structures for interior trim panels, various tabs or mounts for unused OEM steering columns and pedal boxes, OEM battery boxes and mounts, and unused OEM windshield wiper motor mounts and dividers not part of the original firewall structure. Any other items, mounts, or structures intended for removal from the unibody must receive prior approval in writing from the Series Scrutineer.
- f. Any unibody panels or part thereof not listed above for removal from the unibody structure should be considered non-removable. Where a requirement arises a request must be made to the Series Scrutineer including details, and prior written approval received.
- g. Holes in the fire wall or between the fuel cell and main cabin must be filled in with an appropriate grommet or welded closed.

## 6. Tow Hooks

- a. Front and rear tow hooks must be fitted onto all competition vehicles and;
  - i. Have their position clearly indicated with a red triangle pointing in the direction of the hook.
  - ii. Have a minimum internal diameter of 40mm.
  - iii. Have a load rating of not less than the gross Vehicle weight



**\*Note:** Towing eyes shall only be used where the Vehicle can be moved freely. They must never be used to lift the Vehicle.

## 7. Suspension and Steering

- a. Cars must use an OEM suspension layout.
- b. Installation of a sub-frame and or suspension set-up from another mass produced vehicle is permitted, however it must be approved by the event



Scrutineer and declared in writing on the vehicle entry form. Some examples of pre-approved suspension conversions are:

- i. S13 McPherson Strut, front subframe and rear subframe layout and components.
- ii. Nissan Skyline GT-R rear sub-frame and suspension layout.
- c. Replacement front sub-frames can be used as long as they still bolt to the factory position on the chassis rail and the suspension pick up points are within the 50mm allowed area of movement. They are to be installed only for the purpose to make more space available and or save weight.
- d. Rear sub-frames can be modified as long as the layout design remains standard. The bushes can be replaced and or offset. The subframe can be modified to allow it to be raised or lowered or for the fitment of a quick change differential such as a Winters differential.
- e. Fitment of a 4-link rear suspension is permitted in cars using a live rear axle and must be approved by event staff.
- f. Rear suspension turrets can be added or raised in height to house the rear shock absorber/strut assembly for strength or suspension travel as long as they don't change axis, the height is unrestricted (e.g.: they must not move inboard or outboard from OE only directly upward).
- g. Replacement adjustable suspension arms are open. Additional arms over factory are not permitted.
- h. The factory suspension arm pick up points are allowed to be moved up to 50mm from the OE location as long as it still allows the fitment of a factory or replacement adjustable suspension arm.
- i. Knuckles may be modified openly as long as the strength is not deemed to be compromised.
- j. Replacement bushes and or rose joints are open.
- k. An OEM steering system must be used but the internals can be replaced with a quick rack. Steering racks can be changed between makes and models.
- l. Power steering systems are free, hydraulic or electric.
- m. The use of drift specific steering systems such as Wisefab or TDP is permitted.

## **8. Wheels and Tyres**

- a. Wheels/tyres (top section) must fit within the guards with a maximum of 10mm allowed outside, this includes the rim. Additional flares or guards may be added to achieve this with maximum width of flares/guards not exceeding 150mm per side.
- b. The use of wheel spaces is permitted however their safety and eligibility is at the discretion of the events Chief Scrutineer.
- c. Tyres must be grooved from factory, no additional grooves or marks are permitted.
- d. All tyres must have a minimum starting pressure of 1 bar (14.7psi) of tyre pressure when cold on the dummy/staging grid.
- e. Tyre warmers and chemical treatments are not permitted.

- f. **Pro-Am Class tyre restrictions:** Maximum tyre width of any tyre is 235mm. Road or treaded tyres are the only tyres permitted for rear tyres, no “Semi-Slick”, “Slick” or “Studded tyres”
- g. Steer tyres may be classed as “semi-slick”.
- h. All wheels are to be marked with a visible and opposing colour on one spoke or similar to assist in determining wheel speed.



## 9. Engine, Gearbox and Exhaust

- a. Engine and gear box modification and conversion is free however it is advised that the series scrutineer is contacted prior to commencing either of these conversions.
- b. Engine and wastegate exhaust noise is limited to 95db. Circuit testing equipment will be used at all rounds. It is advised that vehicles have options to reduce noise built into their exhaust design.
- c. Wastegate exhausts may be vented to atmosphere and must have the following conditions met.
  - i. If protruding from the bonnet must not protrude more than 20mm and have a cross (X) welded into the exit to catch shrapnel in the event of engine or turbo failure. These must point directly up for the final 100mm.
  - ii. If protruding from the front guards must not protrude more than 20mm and must point towards the ground more than 30 degrees from horizontal for the final 100m. The pipe must have a X welded into the end to catch shrapnel in the event of engine or turbo failure.
- d. Engine exhausts may be protruding from the bonnet must not protrude more than 20mm and have a double overlaid cross (X) welded into the exit to catch shrapnel in the event of engine or turbo failure. These must point directly up for the final 100mm.
  - i. If protruding from the front guards must not protrude more than 20mm and must point towards the ground more than 30 degrees from horizontal for the final 100mm. The pipe must have a double overlaid (X) welded into the end to catch shrapnel in the event of engine or turbo failure.

## 10. Under Bonnet

- a. All items under the bonnet need to be secured including the Battery (if fitted in this location), wiring harness, fluid lines, fuse/relay boxes etc. Under bonnet should be clean, tidy and free from oil or fluid leaks
- b. All fluid reservoirs must be covered by a sock or similar including brake, clutch and power steering
- c. Rubber hoses and flammable items should be shielded from high exhaust temperatures

## 11. Safety Cage Structure

- a. A safety cage (roll cage) is mandatory for competitors
- b. Each Safety Cage fitted shall comply with Schedule J of the *Motorsport Australia's* Manual and be registered/certified in accordance with Schedule J.
- c. Minimum cage requirement for Pro - Am Class is a Half Cage (Type 2) with side intrusion bars
- d. A Safety Cage that is not compliant with *Motorsport Australia's* Schedule J or that is not registered/certified by *Motorsport Australia* may be approved by the Chief Scrutineer
- e. Any repair to a safety cage structure shall comply with the requirements applicable at the time of original manufacture.
- f. Minimum of a Type 2 Safety Cage Structure that incorporates, the following in accordance with Schedule J of the *Motorsport Australia's* Manual:
- g. (i) A single door bar on each side of the automobile, OEM unmodified door bars are acceptable.
- h. The safety cage structure shall not unduly impede the entry or exit of the driver/crew



**Note:** not every safety cage structure built from a commercially available 'kit' complies with the current FIA and/or CAMS regulations

## 12. Internal and Boot

- a. All items inside the vehicle must be secured or removed prior to scrutineering.



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- b. The cabin should be sealed from the road, the fuel cell and the engine bay – any holes should be filled with bungs, covered with plates or welded up. Taped over holes are not permissible.
- c. Fluid lines cannot have any joins within the cabin except for at the rear bulkhead and engine bay firewall. Appropriate fittings must be used.
- d. All fluid containers filled with hot liquid must be completely covered if within the cabin area, this includes dry sump tanks or accu-sump accumulators.
- e. Fuel systems must be covered and sealed from the cockpit, this may require a fluid proof bulkhead to be fitted to the parcel shelf and area previously covered by the back seat. All pumps, lines and tanks must be securely fitted.
- f. In cabin/boot batteries must be secured. If a wet type battery it must also be covered. Positive terminals must be insulated.
  - i. Motorsport standard battery isolator cut-off switches and external isolators are compulsory for Pro cars
  - ii. Motorsport standard internal external isolators are highly recommended
- g. Safety harnesses are compulsory. They must be in date and comply with Schedule I, Table I-1B of the CAMS Manual of Motor Sport.
- h. Seats need to be securely fitted with a minimum of grade 8 bolts or cap screws (Allen Key bolt).
- i. Doors should be fitted with a door trim or acceptable cover. In the case of modified doors, all sharp edges must be removed. Doors can only be modified to accommodate roll cage design.

### **13. Lights**

- a. Front and rear headlights and tail lights will be in working order for the duration of the event.
- b. Brake lights are to be fitted in the manufacturers original location and additional brake light strips in red or visible contrasting colour are to be fitted to the top of the front and rear windscreens and wired to come on with the rear brake lights. Lights will be in working order for the duration of the event. Random checks after scrutineering will be conducted.
- c. Passenger lights must be fitted to all vehicles taking passengers. Lights are to be bright, orange or yellow, a minimum width/length of 150mm, and to face forward from out the front windscreen and rearward out the rear window. These lights are to be illuminated at all times while the vehicle has a passenger.

### **14. Vehicle Damage and Oil Leaking -On Track**

- a. Any driver who develops an oil leak or vehicle damage and does not remove the car from the circuit as soon as possible, or continues to drive their vehicle, may be sanctioned by Race Control, the Stewards of the Meeting and/or the Organisers.



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- b. This matter will be treated seriously and any consumables used will be at a cost of the competitor and/or additional penalties may include cancellation of a score set, a monetary fine and/or exclusion from the event. If a fire extinguisher has been used and let off to extinguish a fire in or around a vehicle on or off the track.
- c. The cost of recharging of the extinguisher will be forwarded on to the competitor at the cost of \$110.00 per extinguisher used.
- d. If a vehicle is found to be leaking fluid and clean up is necessary on or off the track the cost of the Dryorb bags will be forwarded on to the competitor at the cost of \$30.00 per dryorb bag used.
- e. All use of consumables will be reported to Race Control

### **15. Garage and Pit Area - Fuel Requirements**

- a. The maximum total amount of fuel permitted to be stored anywhere in the paddock or garage/pit bay area is relevant to each facility and will be advised in further regulations if required. Fuel must be stored/handled in accordance with any instructions issued by the Organisers and/or the Chief Fire Marshal, or other Event officials. During any refueling operation a fire extinguisher must be manned by the crew directly in the vicinity of and during the refuelling operation.
- b. All additional fuel must be stored at the Official Fuel Compound for the venue. Under no circumstances is additional fuel to be stored in garages or the paddock area. Any breach of this regulation will be referred to the Stewards of the Meeting and may incur a fine and/or exclusion from the event.
- c. Smoking (including e-cigarettes) is NOT PERMITTED in any area of the garages, paddock, pit WHlane, scrutineering, fuel compound, Nitrous Oxide depot, or any other area unless specifically sign posted that smoking is allowed. Drivers will be responsible for their team members to comply. Failure to comply may result in a points penalty to the Team.
- d. At all times all competitors must comply with the Dangerous Goods Act and Regulation - Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for the state or territory in which the event is being held.
- e. Maps of the Official Fuel Compound and Nitrous Oxide Depot will be available on request.

### **16. Pit Crew Safety**

- a. In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the car in the event of a failure of the jacking system, to be inserted under the car at all times when persons working on the car have any part of their body under any immovable part of the car.



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- b. Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require persons to place any part of their body under any part of the car.
- c. All Competitors are responsible for the safe working conditions of all their Team Members and must ensure compliance with WorkCover laws, regulations and compliance codes for the state or territory in which the event is being held at all times.

**Notes:**

- a. Once a car has completed scrutineering, it must not be removed from the circuit without prior written approval from Hi-Tec Drifting Australia, until the completion of all competition, scrutiny, and judicial matters.
- b. Vehicles that do not comply will have the reason noted in logbooks. One chance will be granted to correct any non-safety related issue by the next round. All safety issues must be corrected prior to the vehicle entering the competition area.
- c. Hi-tec Drifting Australia, or their nominees, will not be held responsible or liable to account or compensate for any delay caused by any form of scrutiny

## **Competition outline:**

### **1. Pro-Am (To present well on TV)**

- a. Vehicles should be well presented, preferably wrapped or painted, with extremely minimal existing panel or body work damage. Ensure colour coded tape is available to repair any damage during the event.
- b. Vehicles, crew and pit garage/area's need to be clean and well present and cars must have front and rear bars fitted during qualifying and battles unless damaged beyond "at round" repair during competition.
- c. Competitors must seek approval from the Chief Scrutineer to be able to run without a bar.
- d. At minimum Top 8 Battles will be live streamed and Final Battles will be televised
- e. Race suits or team shirts must be worn during interviews. This is as much about promoting yourself and your team as it is the sport and the series.

### **2. Cameras/ Media**

- a. The fitment of cameras in or on a vehicle is permitted with the approval of the Chief Scrutineer.
- b. The Competitor/Entrant/Team/Driver agrees all digital video and film rights for the event is the property of the Organisers.



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- c. Competitors are permitted to carry video cameras in their vehicles for the purpose of making moving and/or still picture records for their private viewing, but the Organisers retain copyright of all film/video associated with the event.
- d. No movie, film or video taping of any part of the event shall be carried out by the Competitor/Entrant or crew member other than with the express approval, in writing, of the Organisers.
- e. Any commercial arrangements made by the Competitor/Entrant or crew members for the sale of film or video/still footage, or viewing of such footage in a public place, must be approved in writing by the Organisers.
- f. Competitors/Entrants and crew members are advised to contact the Organisers prior to making commitments for any such commercial arrangement.
- g. The Competitor/ Entrant agrees to attach the series logo to any and all publically displayed moving or still footage prior to it being released.
- h. The Competitor/Entrant agrees all data obtained by the Organisers is the property of the Organisers. Failure to observe these regulations may lead to legal action by the Organisers for a breach of copyright.
- i. All Competitors/Entrants and crew members agree to the use in perpetuity of their names and photographs, and photographs of their vehicles, in publicity material issued by the Organisers or the event sponsors and to comply with the film and video regulations.
- j. All Competitors/Entrants and crew members agree that their names and contact details may be made available to and be used by sponsors and licensees of the event.
- k. The Organisers have the right in perpetuity to authorise the production, distribution and sale of models, photographs or other forms of reproduction of any vehicle participating in the event in competition livery (including Drivers) for event related promotions.

### **3. Judging Panel**

- a. Head Judge: The Head Judge of the series (or event) is responsible for leading the judging team and ensuring that scores are accurate and suitable explanations are given for variances between judges.
- b. There can be no appeal against the judge's decision. These decisions are final.
- c. Explanation may be sort after the event or competition bracket has concluded.
- d. The Judging panel may change between events
- e. The judging panel will judge both qualifying and battles and their decision is final. Protests may only be made against other competitors or operational malfunctions, i.e leaving start line early, incorrect tyre tread etc.

- f. The judging panel will be available on the day to discuss judging points and decisions during scrutineering and drivers briefing, during practice from the judging box, after qualifying and before battles and after competition before bump out. The Head Judge is also available between rounds to discuss judging matters.
- g. The judging panel is only to be approached at the end of the day by the driver or listed crew chief requesting feedback.
- h. Judging criteria will be given at the drivers briefing before each event. Approaching the Judging area during competition time may result in points or financial penalties.

#### 4. Judging Criteria

- a. **Qualifying:** Each Competitor will be judged on Speed, Line, Angle and Style for each pass with points being evenly allocated across the 4 criteria. Points will be given as a total score during qualifying with the following guidelines.
  - i. **SPEED:** Competitors need to maintain their highest speed through the entire judged area while executing the other 3 criteria well.
  - ii. **LINE:** Competitors need to place their vehicles as close as they can to the given lines and clipping points outlined at the drivers briefing. Line is considered ahead of other criteria for qualifying and lead runs.
  - iii. **ANGLE:** The angle of rotation of the vehicle relevant to the front wheels and direction of travel (Yaw) and the ability to maintain a consistent angle with no or little corrections. Smooth snappy transitions to the drivers best angle through the entire judged area is required.
  - iv. **STYLE:** Style is a combination of factors that improve the overall impact and compliment speed, line and angle. Eg, Fast snappy transitions, big entries, full throttle drifting through as much and as many corners as possible while still showing graceful smooth motions and car control.
- b. **Note:** If a vehicle spins or stops drifting they will receive heavy points deductions. Stop Drift is defined as all 4 wheels travelling in the same direction for a greater distance than approximately 50cm.
- c. In the event that scores are tied after both qualifying runs are considered then separation will be based on current championship position.

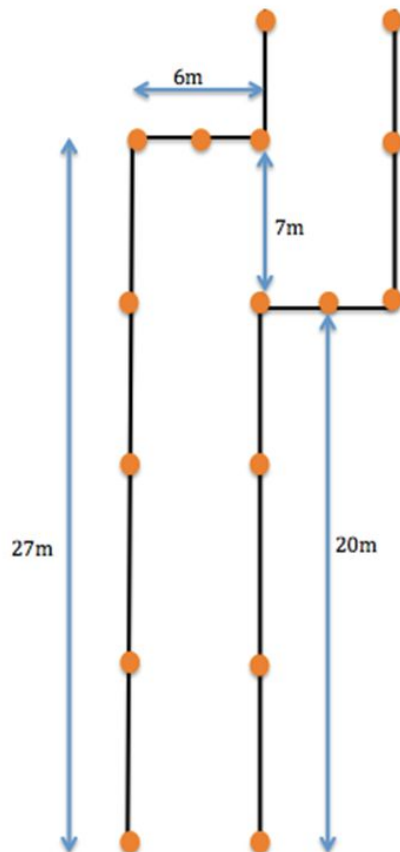
#### 5. Starting Procedure

- a. Competitors will take position at the start line, designated by the start line signage.



- b. Competitors should acknowledge their opponent and must give acknowledgement of being ready via thumbs up to officials at which time the starter will release them.
- c. The highest qualified driver will lead first, they will enter the track first and when lining up at the start must allow space for the chase driver
- d. The starting position will be confirmed by the dummy grid controller.
- e. The use of amber light or yellow flag may be used if insufficient space is given or cars line up in the incorrect order
- f. Lead and chase side of the track will outlined at drivers briefing.
- g. On some tracks a “drag chicane” will be installed to reduce the potential of faster cars dragging other cars off at the start
- h. If a chicane is to be installed it will be notified in drivers briefing.

\*See below Image



## 6. Competition Procedures

### a. Qualifying Format

- i. Qualifying order will be the reverse championship order, for those that didn't compete in the previous round a qualifying order will be issued



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- based on a seeding process. Round 1 will be based on the previous year's championship results
- ii. All competitors will perform 2 solo qualifying passes, one after the other, during the designated qualifying session. There will be groups of four (4) cars sent out during the qualifying bracket to reduce the time the drivers are on track. If there is a track with a return it will be one car at a time.
  - iii. All competitors will be given a qualifying score out of 100 from each of the 3 judges and an average score will be taken for each of their passes. The lowest average score of the two runs will only be used to separate drivers in the event of a tie between two or more drivers.
  - iv. The Qualifying order will be ranked from highest score to lowest and will determine the competitor's position in the standard battle tree 1<sup>st</sup> v 16<sup>th</sup>, 2<sup>nd</sup> v 15<sup>th</sup>, 3<sup>rd</sup> v 14<sup>th</sup> etc. In the event we have more than 16 drivers entered into the first round, we will run a top 24 battle tree, where by the top 8 qualified drivers will receive a bye run into the top 16. It is the drivers decision to whether they want to do a solo pass in any battle bracket that they are to have a bye, and it will be their responsibility to present at the dummy grid and be fed into the battles for their pass.
  - v. Drivers who do not commence a qualifying pass under their own power cannot compete in the battles
  - vi. Spins and multiple wheels off during qualifying will be marked down heavily but will not receive a zero so that all drivers will get a qualifying score. Should a driver not drift at all during either of their passes in this situation they will receive an extremely low score and may be excluded from the battles.
  - vii. The organisers reserve the right to rank drivers into any qualifying order it chooses. This may for instance be determined by subjective assessment, performance in previous competitions or current series standings.

**b. Drift Battles**

- i. Once a qualifying order has been established, drivers will enter a series of elimination tandem battles. In most cases the first round of elimination battles will be a "round of 24" in which for example qualifier 1-8 receive a bye into the top 16, qualifier 9 competes against qualifier 24, qualifier 10 competes against qualifier 23 and so forth. **Round of 24, Round of 32 or Round of 16 will be announced at Drivers Briefing.**

- ii. A tandem battle will consist of two judged runs. Each driver takes a turn in leading, with the higher qualifier leading on the first run. At the conclusion of the first run, the vehicles will swap positions in the designated changeover area.
- iii. Each judge will allocate their own score for both runs and determine a winner or one more time/re-run (OMT) or a one more run (OMR). Either an OMT or OMR rule will be used at each event, never both, and which is being run will be detailed at drivers briefing. It is a “best of three” system.
  1. If two judges award the win to “Car A” then “Car A” wins., regardless of the third score being a win, lose or re-run.
  2. If one judge awards the win to “Car A” and another to “Car B” and another a “OMT” then the battle will be re-run.
  3. If two judges award a “OMT”, regardless of the third score being “Car A” or “Car B”, the battle will be re-run.
- iv. Cars must run on the same set of tyres for one full battle and one pass in the event of a OMR. Cars will be given 5 minutes to change tyres if an OMT is called. In the event of a tyre failure only the damaged tyre may be changed **unless deemed unsafe by the Chief Scrutineer**
- v. Tandem battles will be scored out of 10 with both cars starting the battle with 5 points each, eg. 5-5
- vi. Both cars will line up at the designated starting area. The lead car must leave sufficient space for the chase car to have all 4 wheels on the sealed surface.
- vii. The Lead car will be judged on speed, line, angle and style as in qualifying.
- viii. The chase car will be judged on emulation, proximity, style and improvement.
- ix. Temporary chicanes may be added to the course to link corners.
- x. Specific battle expectations will be issued at the drivers briefing before each event
- xi. Any brake checking or blocking will give the lead car an instant score of zero.
- xii. In the event of a mechanical issue the lead car should move off the racing line and slow to walking pace.
- xiii. The chase car must emulate the lead car while drifting as close as possible. The lead car is effectively a clipping point for the chase car. The chase car can improve on the lead cars line if it won't affect the lead cars run

- xiv. The chase car may move onto the lead cars B pillar to demonstrate proximity and once there is permitted to left foot brake to demonstrate faster speed. Should they move further forward on the lead car they will be diving and gain a speed advantage from their inner line which will result in points being deducted
- xv. The chase car is expected to push up to the lead cars door, but without interfering with the lead car during transitions
- xvi. Light contact is permitted as long as it does not affect the line or angle of the lead car or cause structural damage.
- xvii. In some instances, entries will be heavily penalised if they block the chase car during the entry. This will be outlined in the driver's briefing.
- xviii. A complete spin, which can include **going 2 wheels and more than 50% of the Car** off track, will mean a ten-zero (10-0) score against the driver who spun.
- xix. **All Pro-Am drivers must bring a Red pen to the drivers briefing.**
- xx. If the chase car spins, the lead car must continue to drift the entire course to collect the 10. If the lead car then also spins, goes off track or stops drifting before completing the course, then the battle will be scored a tie with a zero – zero (0-0). Should the lead car need to stop drifting due to safety of the chase car being stopped in the judged area (tracks with return/overlap only) then the score will remain 10-0 to the lead car.
- xxi. Overtaking is only permitted when the lead car goes off track or runs wide enough to allow the chase car to overtake without contact or changing line. **It is expected that the chase car will follow the lead car to the designated track edge.**
- xxii. A straighten, or short loss of drift, less than approximately 50cm, will be heavily penalised
- xxiii. **The three judges keep their own brief battle notes, for each run. Access to these notes is possible by asking the judge for feedback outside of competition time.**
- xxiv. Car A will be the higher qualified competitor, Car B will be the lower qualified competitor.
- xxv. No More than 2 OMT's may be called. If a second OMT is called then it becomes sudden death and a result must be made by the judges.
- xxvi. If in the sudden death the judges still cannot split the cars, the head judge will take feedback from the other 2 judges on all 3 battles and will decide a winner.



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## 7. 5 Minuet Rule

- a. Only one (1) 5 minute rule will be permitted per driver per round.
- b. Should a car have a mechanical or tyre failure, they need to have the Chief Scrutineer deem that the car is not safe to continue, in this case a 5 minute window will be given to the competitor to repair the vehicle. The Judging panel or Head CRO will have the official timer. Tyre wear is not considered a failure and in the event of a tyre failure only the effected tyre may be changed unless the Chief Scrutineer deems the other tyre needs to also be changed. Should a 5-minute rule be put in place, the other competitor must exit the circuit when displayed the amber light or as directed by event officials at the start line and return to the dummy grid area for directions from the pit exit/CRO official.
- c. The 5-minutes starts from when the car enters the team's pit garage or area and/or as soon as pit crew touch the vehicle to begin repairs, if a fair attempt to begin repairs immediately is not commenced then the competitor may be disqualified. The car must be moving under its own power and leave their allocated pit within the 5-minutes. Transit time to and from the start line will not be counted as part of the 5-minute rule. A driver must inform the starter or pit exit CRO they wish to use their 5-minute rule as they leave the track or will be disqualified.
- d. The 5minute rule can be called anytime during a battle, however if the car has entered the judged area then that run will count.
- e. During battles cars must arrive in the "hot pit" area with enough tyres for a full battle. It will be outlined at drivers briefing if we will be using the One More Time (OMT), One More Run (OMR) or No Re-run rule. Should the OMT rule be in place and be called, drivers will have 5 minutes only to change tyres, you must ensure that a fresh change of tyres fitted to rims is ready to go in you pit area.

## 8. Points

### Hi-Tec Oils Drift All Stars Pro Category

<u>Round</u>		<u>Qualifying</u>		
1 <sup>st</sup>	<b>-100</b>	1 <sup>st</sup> – <b>16</b>	9 <sup>th</sup> – <b>8</b>	17 <sup>th+</sup> – <b>0</b>
2 <sup>nd</sup>	<b>-90</b>	2 <sup>nd</sup> – <b>15</b>	10 <sup>th</sup> – <b>7</b>	
3 <sup>rd</sup>	<b>-78</b>	3 <sup>rd</sup> – <b>14</b>	11 <sup>th</sup> – <b>6</b>	
4 <sup>th</sup>	<b>-67</b>	4 <sup>th</sup> – <b>13</b>	12 <sup>th</sup> – <b>5</b>	
5 <sup>th</sup> - 8 <sup>th</sup>	<b>-53</b>	5 <sup>th</sup> – <b>12</b>	13 <sup>th</sup> – <b>4</b>	



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9 <sup>th</sup> - 16 <sup>th</sup> - 40	6 <sup>th</sup> - 11	14 <sup>th</sup> - 3
17 <sup>th</sup> - 24 <sup>th</sup> - 27	7 <sup>th</sup> - 10	15 <sup>th</sup> - 2
DNQ - 10	8 <sup>th</sup> - 9	16 <sup>th</sup> - 1

- **Note:** To be eligible for points the driver must attend drivers briefing on time, stage for qualifying and remain at the track for the duration of the event. The event will be classed as concluded when the final battle of the Pro series has a result.

## 9. Point Deductions

- EXCESSIVE USE OF HANDBRAKE** The handbrake should generally only be used to make slight adjustments to the cars line during runs or to extend the drift. Constant and continuous use of the handbrake will result in points deductions
- SPINS, STRAIGHTENS AND OFF TRACK.** A complete spin, Straighten or stop drift or going off track will result in a score of zero.
- Points will be deducted for partial spins and straightens and for wheels off track. For the purpose of judging, “off-track” is classed as wheels off the designated track. Areas of concrete or asphalt can be deemed off-track under various circumstances. **Points deductions will be given as follows.**
  - 1 Wheel - Minor deduction
  - 2 Wheels up to 50% of the vehicle being off track - Heavy deduction
  - 2 Wheels over 50% of the vehicle, 3 and 4 wheels - 0
- Wheels off track is considered as exceeding track limits and section 12.2 of the Motorsport Australia, Standing Regulations for Drifting, may be enforced.** Number of wheels off track permitted will be specific to the track being used and will be outlined in drivers briefing at the beginning of the event. E.g. South Circuit SMP will be no wheels off policy.
- Number of wheels off track may be subject to change throughout the event and drivers will be notified of changes through a Bulletin. •
- Intentionally placing the wheels of the car outside the sealed competition surface will not be tolerated and may incur penalty and/ or exclusion from the event.

## 10. Competitor Knockout

- Competitors who do not qualify for the tandem battles or who are knocked out must leave their competition vehicle in their allocated pit area and remain at the venue until the event bump-out time.
- Opportunities for battle practice and “down time” drifting will occur through the event and may be broadcast on the live stream.



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- c. Competitors **MUST NOT** leave the venue unless they have advised the event secretary prior to the event conclusion – penalties may apply for leaving early.

## 11. Collisions

- a. Light contact that does not affect the lead cars line or angle will not suffer a point deduction. Continued light contact may be judged in favour of the lead car for maintaining their drift, line and angle.
- b. In the instance that the impact causes the lead car to spin, the chase car will be penalised and the battle scored 10-0. Judges may request assistance from track personnel or drivers to assist in deciding fault and their decision is final.
- c. If the lead car spins or loses the drift and slows down, and a collision is unavoidable or the chase car has no other option but to stop drift or to spin to avoid the collision, then the chase car will not be at fault. This is at the judge's discretion and the decision is final.
- d. In the case of a collision during battles, the car at fault will be subject to the 5-minute rule to fix the car. The car that is not at fault will be given until the end of the battle bracket, eg. Until the last battle of the top 16, to make mechanical repairs. The time allowed is at the discretion of the Clerk of the Course. If the damage caused is not repairable, or repairable within the round timetable, the car at fault will be disqualified. All repairs must be approved and deemed safe by the Chief Scrutineer.

## 12. Unsporting Behaviour

- a. Competitors and drivers demonstrating behaviour that, in the eyes of the judges or Clerk of Course, provides them with an undue competitive advantage may be penalised or disqualified from competition.
- b. This applies whether the advantage is as a result of deliberate actions on the part of the competitor or driver, or simply an incident or circumstances that might unjustly influence the results of competition
- c. This can include brake checking or purposely running a line in conflict with what is requested by the judges and differs from their qualifying line. This rule also applies to the driver's crew.
- d. **Unsporting behaviour may incur a penalty for the competitor or driver if the behaviour of either the driver, crew, competitor or sponsor associated with the competitors vehicle behaves in a manner deemed unsporting or that may bring the series, series sponsors or sport into disrepute. These matters will**



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be dealt with by the series organising committee and may be referred to the stewards of the meeting.

- e. Unsporting behaviour may occur away from the venue and will be dealt with under these guidelines and Motorsport Australia's behavioural policies.

### 13. Wild Card Entries

- a. Hi-Tec Drifting Australia reserves the right to issue wild card entries into this category. Dispensation can be made for that entry to run without meeting all of the regulations in these supplementary regulations however the driver and vehicle will need to at a minimum meet the requirements of Motorsport Australia's NCR's and Standing Regulations for Drifting.

### 14. Sharing Vehicles

- a. Competitors can enter multiple drivers in one vehicle however have to nominate who is the number 1 driver and who is the number 2 driver before the commencement of battles. A competitor wanting to enter multiple drivers MUST seek approval from Hi-Tec Drifting Australia prior to the event or approval from the Clerk of the Course during the event.
- b. Swapping cars. Competitors are permitted to swap into another vehicle with the approval of the Clerk of the Course. If the event is running behind schedule then the Clerk of the Course may exclude all additional drivers from a vehicle to ensure that the event concludes on time.
- c. Spare Cars. Competitors may bring a spare vehicle to the events. This spare vehicle must be scrutineered during official scrutineering and noted on the entry form at the time of entering the event.
- d. You may only swap vehicles between brackets, never during a battle.

**Hi-Tec Drifting Australia** wishes you a safe and successful competition season

End of Supplementary Regulations