



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**

Hi-Tec Drifting Australia Drift Allstars Series
Supplementary Regulations, **CAMS Permit Number: TBC**

Winton Motor Raceway, Saturday 10th October 2015
ROUND 4 (Practice Friday 9th October 2015) + Trans Tasman Round 1

1. Official Title

Hi-Tec Drifting Australia Drift Allstars Series – Round 4 (HTDA Drift Allstars) and the Trans Tasman Drift Series – Round 1 (herein referred to as “The Series” and “The TT Series”).

2. Organising Committee

The HTDA Drift Allstars Series and Trans Tasman Series organising committee is; Ms Annabelle Lajoie, Paris Pospelyj and Glen Atkins.

Promoter:
HI-TEC DRIFTING AUSTRALIA of
2 Tarlington Place, Smithfield NSW 2161

3. Contacts

- **Event Assistant**
Ms Paris Pospelyj
Mob 0427 362 168
Email ppospelyj@hi-tecoils.com.au
- **Event Assistant / Club Secretary**
Ms Annabelle Lajoie
Mob 0427 165 010
Email alajoie@hi-tecoils.com.au
- **Scrutineering / Technical**
Scott McGrath - CAMS
Mob 0488 066 236
Email scott.mcgrath@cams.com.au
- **Race Director / Judging**
Mr Dan Mackie
Email drifting@people.net.au

4. Authority

The event will be conducted under the International Sporting Code of the FIA, the National Competition Rules of the CAMS, the CAMS Standing Regulations for Drifting, these Supplementary Regulations and any Further Regulations or instructions

which may be issued, and the event will be subject to **CAMS Permit No: TBC**

The event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au.

5. Key Personnel

- **Clerk of Course:** TBA via Further Regulations
- **Event Secretary:** Annabelle Lajoie
- **Event Assistant:** Paris Pospelyj
- **Chief Scrutineer:** TBA via Further Regulations
- **Scrutineers:** TBA via Further Regulations
- **CAMS Steward:** TBA via Further Regulations
- **Race Director:** Dan Mackie

6. Event Description

The event shall be a multi-club international drift. The event will mainly consist of tandem drift battles and practice however, may, at the discretion of the Clerk of Course and Race Director have multi-car drifting included. Two events will be held on the day; The Hi-Tec Drift Allstar Series – Round 4 and the Trans Tasman Drift Series – Round 1.

All activity will be conducted at Winton Motor Raceway, the two events will be run together as, one qualifying session and one battle session, with two scoring systems and be limited to 40 starters; HTDA Drift Allstars and 16 starters; Trans Tasman Championship. The organisers reserve the right to refuse any entry without assigning any reason therefore - NCR 83 of the current CAMS Manual. Driver sign-on will take place at a location to be advised before the event.



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7. Schedule of Activities

Any changes to be issued via further regulations

Friday 9th October – Day 1 (Practice / qualifying)

6:00am	Competitor bump-in (Day 1 - 5pm latest)
7:00am	Scrutineering start – day1
8:00am	Drivers Practice brief
9:00am	Driver Practice start
2:00 – 5:00pm	Qualifying – day 1
5:00pm	Practice end
5:00pm	Scrutineering end

Saturday 10th October – Day 2 (HTDA Allstars Rd 4 & Trans Tasman Rd 1) (live-streaming & filming)

6:00am	Competitor bump-in open (Day 2)
6:00am	Scrutineering start – day2
7:00am	Officials brief
7:30am	Drivers brief – day 2
8:30am	Scrutineering end
8:55–10:00am	Practice start
10:15am	Top 32 Battles inc. TT
5:00pm	Top 4 battles inc TT
5:30pm	Trophy presentation
5:50pm	Event end

8. Championship Rounds – Hi-Tec Drift Allstars Series

Friday 27/2/15 – Sydney Motorsport Park: Figure8 Skid Circuit, NSW, Round 1

Saturday 11/4/15 – Sydney Motorsport Park: South Circuit, NSW, Round 2

Saturday 6/6/15 – Adelaide International Raceway, SA, Round 3

Saturday 10/10/15 – Winton Raceway, VIC, Round 4

Sunday 18/10/15 – Sydney Motorsport Park: South Circuit, NSW, Round 5

Friday 19/12/15 – Sydney Motorsport Park: Figure8 Skid Circuit, NSW, Final

Each Round shall be conducted in accordance with the current CAMS Manual of Motorsport, the Standing Regulations for Drifting (SRD) and any Supplementary & Further Regulations issued for the event and approved by CAMS.

9. Championship Rounds – Trans Tasman Championship

The Championship consists of 8 handpicked Australian competitors vs 8 handpicked New Zealand competitors. Australian Competitors will be chosen for this championship by Hi-Tec Drifting Australia and shall consist of 4 Rounds to be held on following dates;
Saturday 10/9/15 – Round 1, Winton Motor Raceway, VIC
Sunday 18/10/15 – Round 2, Sydney Motorsport Park: South Circuit, New South Wales
Saturday 26/3/16 – Round 3, Mike Pero Motorsport Park, Christchurch NZ
Friday 22/4/16 – Final, Pukekohe Park Raceway, Auckland NZ

10. Registration

- Registration and payment for each round of the Championship is **COMPULSORY** to activate CAMS insurance and will close on **1st October**
- Registrations will be accepted via the official CAMS ONLINE ENTRY SYSTEM or CAMS manual entry form, and only valid when accompanied by the appropriate fee and **MUST** be received prior to competing at the event.
- The signed consent of the parent or guardian of any driver under the age of 18 years must appear on the official entry form.

11. Driver Briefing & Sign-on

A **compulsory** drivers briefing for both events shall take place at **8:00am** Friday 9th October and **7:30am** Saturday 10th October 2015 at Winton Motor Raceway. Failure to sign-on or arrive on time, at the driver brief without a valid reason - may result in a **5 point deduction** from your competition score.

When signing on to the event, the Competitor must bring a valid CAMS affiliated membership card, valid CAMS license, and if issued, CAMS Vehicle Logbook. If you are unable to present your current club membership or valid CAMS licence on the day, HTDA Club memberships and CAMS licence must be purchased.



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12. Entries

Will open on publication of these Regulations and will close **7 days prior to the event**. Your registration is not valid until the payment of the entry fee is received. Entry forms **MUST** be completed in full, submitted together with entry fee and lodged with the Secretary of the event. Entry forms will be accepted via the following methods:

- Email
- Fax
- Post

The following payment methods will be accepted – payment must be received with entry to validate competitor registration.

- Credit card
- Bank transfer / direct deposit

13. Competitors Eligibility

- Driver - The Championship is open to all members of CAMS affiliated Sporting clubs, and hold a CAMS Level 2NS or higher.
- Vehicle Eligibility. Refer SRD 22.

14. Drivers Apparel

All apparel including helmet shall comply with Schedule D of the current CAMS Manual of Motor Sport. Drivers shall continue to comply with these requirements until such time as they leave their automobiles. RACE GLOVES ARE COMPULSORY.

15. Vehicle Eligibility/ Class

This event shall be a pro class event and is open only to vehicles that pass scrutiny. In all cases competition vehicles must comply with these Regulations, and must pass scrutiny prior to commencement of the event. In the event a vehicle does not comply, one chance will be granted to the competitor to repair the vehicle and a note recorded in CAMS approved logbook.

- Vehicle eligibility will be at the sole discretion of CM and all Automobiles shall, of necessity in all drifting competitions, comply with the CAMS Standing Regulations for Drifting.

- Cars participating in the tandem battles must run a front and rear bar at all times, unless the bar has been destroyed at the event.
- 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 commercial sale overseas are permitted but require approval from the CM.
- Open wheel vehicles, kit cars, clubman cars and full-tube purpose built race cars, as determined by the event staff, are not permitted.
- All vehicles must be rear-wheel-drive and must have 4 wheels with the steering acting on the front wheels only.
- Vehicles are limited to one engine, which must be in the factory front, mid or rear position.
- Vehicles that do not comply will have the reason noted in CAMS approved logbook. One chance will be granted to correct issue by the next round.

16. Tyre Treadwear Rating

Tyre tread wear rule is 200. Rear tyres are restricted to a UTQG tread-wear rating minimum of 200. Front and rear tyres must be treaded and of radial construction as well as D.O.T. and ADR approved. Cars must arrive in the “hot pit” area with enough tyres for all on-track activity, Practice, qualifying, battles and re-runs. Should a second re-run be required drivers will have 5 minutes only to change tyres.

17. Scrutiny

Scrutiny of cars will be held over two days – **Friday 9th October 2015 7:00am – 5:00pm** and **Saturday 10th October 6:00am – 8:00am** at Winton Motor Raceway. All competitors arriving for Practice on Friday must have their vehicle scrutineered prior to participating in any on-track activities and the event. When cars are presented for scrutiny they **must be “competition ready”**, with all loose objects removed and helmets in the car. Cars not “competition ready” will not be scrutinised.

- The official Scrutiny session will take place prior to official qualifying. A relevant team member must be



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present with the competing vehicle at the scheduled scrutiny time or risk the competing vehicle not being scrutinised in time for the subsequent session. The competitor must ensure that all relevant documentation (Administrative Checking) is complete and available at the car during this time. Any subsequent checks may be conducted at the discretion of the Chief Scrutineer.

- CAMS nor their nominees will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.
- On being directed by any authorised official to present the car for additional scrutiny, the competitor must take the car directly to the nominated place and without making any alterations to the car.
- 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.

All cars must comply with Schedule A, and Articles 1, 7, 8, 9, 10, 11, 12, 15 & 17 of Schedule B of the General Requirements Section of the current CAMS Manual of Motor Sport. Please note in particular;

- No holes in front or rear bulkheads (sealed boot space and engine bay).
- Vehicles will be fitted with two separate fasteners on any bonnet or other panel where the leading edge can be raised. (Fasteners cannot be attached to the same mounting bracket). A road registered series production car fitted with unmodified original equipment two-stage fastening system is exempt from the above requirement.
- Bonnets must not protrude above the top of the front quarter panels when closed (no bonnet 'jacking').
- Open top cars must be fitted with CAMS approved rollover protection.
- A scrutineer must approve all camera fitments.
- Seat belts complying to Schedule I of the current CAMS Manual of Motor Sport.

- A securely located fire extinguisher, which complies with Schedule H of the current CAMS Manual of Motor Sport
- If fitted, catch cans must be a minimum of 1 litre per litre of engine. (Capped at 3 litres).
- A blue triangle (150mm sides) indicating location of the battery.
- The only fuels permitted in drifting competition are commercial fuels in accordance with Schedule G of the current CAMS Manual of Motor Sport.
- Roll bar/cage is compulsory in competition.

18. General Appearance

External

- Vehicles should be well presented, with minimal existing panel or body work damage. Some stylised repairs are acceptable, such as cable tie stitching, provided it is kept to a minimum and remains to an acceptable standard.
- Vehicles need to be CLEAN.
- Wheels/tyres (top section) must fit within the guards with a maximum of 10mm allowed outside, this includes the rim. Additional flares, lips may be added to achieve this.
- TOW HOOKS must be fitted to both front and rear, identified by a contrasting colour to the body work and capable of doing the job of quickly recovering the vehicle. Tow hooks that are poor or not easy to find slow down the recovery and reduce TRACK TIME!!

Under car repairs

- Due to safety, in no circumstance should repairs be made underneath the vehicle, unless the vehicle has been jacked and stably supported first, this is so that the vehicle cannot fall on top of the repairer.

Internal and Boot

- All items inside the vehicle must be secured or removed prior to scrutineering.
- The cabin should be sealed from both the road and the engine bay – any holes should be filled with bungs, covered with plates or as a minimum taped over.



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- Fluid lines cannot have any joins within the cabin except for at the rear bulkhead and engine bay firewall.
- Fluid containers filled with HOT LIQUID of over 500ml must be completely covered if within the cabin area, this includes Dry Sump tanks or ACCU-SUMP accumulators etc.
- ANY FUEL SYSTEM MUST be covered and sealed from the CABIN, 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.
- In cabin/boot Batteries must be secured. If a wet type battery it must also be covered. Positive terminals should be insulated. Motor Sport standard Battery isolator cut-off switches are HIGHLY RECOMMENDED.
- The interior should also be CLEAN and TIDY.
- Safety Harnesses MUST be fitted and worn correctly – beware of FAKE items.
- Seats need to be securely fitted with a minimum of GRADE 8 bolts or cap screws (Allen Key bolt).
- DOORS must be fitted with a door trim or acceptable cover.

Under Bonnet

- 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. – loose items tend to result in issues such as under bonnet FIRES!
- Under bonnet should be CLEAN and TIDY.
- All fluid reservoirs must be covered by a sock or similar including brake, clutch and power steering
- Rubber hoses and flammable items should be shielded from high exhaust temperatures.
- Oil catch tanks should be a minimum of 2Litres.

19. Safety Equipment

Safety Cage

- All vehicles are required to be fitted with a suitable safety cage structure. This should be in compliance with Schedule J of the current CAMS Manual of Motor Sport.

- **A full cage including side intrusion is highly recommended – for your own safety.**

Vehicles without safety cage side intrusion must have fitted standard doors with original side intrusion completely unmodified.

Drivers Apparel

- HELMETS must be to a minimum of AS1698. Helmets must be well maintained, clean and not covered in scratches or abrasions. Helmets must cover the top of ear to below the jaw line. HELMETS MUST BE WORN FOR ALL ON TRACK ACTIVITIES, unless a parade lap at slow speeds not “in drift” as defined by the organisers.
- Presentation of attire should be of a high standard – again to represent you and your brand to the public and the media.

Fire Extinguishers

- MUST be a minimum of 1kg, and show full on the gauge.
- MUST be within three years of the manufactured date or have proof of having undergone a test by an authorised fire extinguisher tester. (Date in MONTH/YEAR is often on the neck or base of the extinguisher)
- MUST be securely fitted with BOLTS – screws are not acceptable consideration should also be given to modifications made to ensure they are of a high standard, e.g. modified suspension arms and steering engineered to ensure strength is maintained. Breakages COST YOU TRACK TIME.
- This is as much about promoting yourself and your team as it is the sport and Hi-Tec Oils.
- Queries on Technical requirements can be directed to Scott McGrath, CAMS Technical Manager on 03 9593 7777 or scott.mcgrath@cams.com.au

20. Flag Marshalling

The following flags will be used during this event:

Yellow Flag/ Light: This will be used to warn of a problem ahead. Stop drifting & slow down, be prepared to avoid hazards on the track.



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Red Flag/ Light: This indicates a severe problem ahead and the driver must prepare to stop immediately. The event has been stopped return to the pits. This flag is not used lightly.

White Flag/ Light: Tow vehicle on the track returning to the pits. Displayed at the last corner only.

21. Start Procedure

Competitors will take position at the start line, designated by the start line signage. Competitors give acknowledgement of being ready via thumbs up to officials and are released. During the event, competitors may take single runs. The highest qualified driver will lead first, they will start on the right hand side of the track must allow space for the chase driver. The starting position will be confirmed by the dummy grid controller. The amber light will be used if insufficient space is given or cars line up in the incorrect order.

22. Drift Course Procedure

The circuit is Winton Motor Raceway, track maps can be found at <http://www.wintonraceway.com.au/maps>, track layouts will be available on the hi-tec drifting Australia website. Performing one completion of the designated track from start to finish line.

23. 5 Minute Rule

Should a car have a mechanical or tyre failure, a 5 minute window will be given to the competitor, to repair the vehicle. 5 Minutes will start from when the vehicle exits the competition track and returns to the dummy grid area. The Judging panel 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. Should a 5-minute rule be put in place, the other competitor must exit the circuit when displayed the amber light at the start line and return to the dummy grid area.

24. Spare Cars

No swapping of cars if your car becomes un-repairable. In the event of a car becoming un-repairable and no longer able to compete, a substitute driver will be added into the competition. The substitute driver will assume the retired drivers points.

Drivers are only permitted to bring one car for competition. Any disputes are at the final decision of the Clerk of Course.

25. Series Judging Panel

The judging panel for the Drift All Stars Series is as follows.

Head Judge	Mitchell Codey
Judge	Mitchell McKenzie
Judge	to be advised via further regulations
Reserve	to be advised via further regulations

The judging panel will judge both qualifying and battles and their decision is final, protests may be made at the immediate conclusion of a qualifying or battle pass and must comply with International Sporting Code of the FIA, the National Competition Rules of the CAMS, the CAMS Standing Regulations for Drifting.

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 judging panel is only to be approached at the end of the day by the driver requesting feedback. HTDA will not tolerate any banter and misconduct towards the judges, anyone who is a part of these actions will be automatically banned from re-entering any future HTDA events. 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.

26. Prize Money

HTDA Drift Allstars Round Champion Prize Money per Round

1 st	\$1,500 and trophy
2 nd	\$1,000 and trophy
3 rd	\$500 and trophy

HTDA Drift Allstars Series Champion 2015 Series Winner

1 st	\$2,000 and trophy
2 nd	\$1,500 and trophy
3 rd	\$1,000 and trophy

TransTasman Series Champion Prize Money per Round



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- 1st \$1,000 and trophy
- 2nd \$750 and trophy
- 3rd \$500 and trophy

27. Points – HTDA Drift Allstars Round 4

- Series points will be allocated in the following manner; The two events will be run as one session, with two separate scoring systems.

1 st	35	2 nd	31
3 rd	28	4 th	26
5 th	23	6 th	22
7 th	21	8 th	20
9 th	18	10 th	17
11 th	16	12 th	15
13 th	14	14 th	13
15 th	12	16 th	11
17 th	and beyond 5		

28. Points – Trans Tasman Round 1

- Series points will be allocated in the following manner; The two events will be run as one session, with two separate scoring systems.

1 st	35	2 nd	31
3 rd	28	4 th	26
5 th	23	6 th	22
7 th	21	8 th	20
9 th	18	10 th	17
11 th	16	12 th	15
13 th	14	14 th	13
15 th	and beyond 5		

29. Qualifying Format – HTDA Drift Allstars Round 4

- Qualifying order will be reverse championship order, Round 1 will be based on the previous years championship, finishing position, for those that didn't compete in the previous year a qualifying order will be issued based on a seeding process.
- All Drift All Star Competitors will perform 2 solo qualifying passes during the designated qualifying session.
- 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 score of the two runs will be dropped.

- The Qualifying order will be ranked from highest score to lowest and will determine the competitor's position in the standard battle tree 1st v 32nd, 2nd v 31st, 3rd v 30th etc.
- Drivers who do not complete a full qualifying pass under their own power cannot compete in the Top 32 battles.
- 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.

30. Qualifying Format – Trans Tasman Round 1

- To be issued via further regulations

31. Judging Criteria – HTDA Drift Allstars Round 4 & TT Rd 1

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.
- **SPEED**
Competitors need to maintain reasonable speed through the entire judged area.
- **LINE**
Competitors need to place their vehicles as close to the given lines and clipping points outlined at the drivers briefing.
- **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 and smooth snappy transitions through the entire judged area.
- **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.
- If a vehicle spins or stops drifting they will receive no points.



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- In the event that scores are tied after qualifying then separation will be based on current championship position. For round 1 it will be based on the previous year Championship position followed by seeding position for driver that didn't compete in the previous years HTDA Drift series.

32. Points Deductions – HTDA Drift Allstars Round 4 & TT Rd 1

- **EXCESSIVE USE OF HANDBRAKE**
The handbrake should generally only be used to make slight adjustments to the cars line during qualifying 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, three wheels off track are classed as off track and will incur a zero. 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. Eg. South Circuit SMP will be no wheels off policy.

33. Drift Battles – HTDA Drift Allstars Round 4 & TT Rd 1

- Tandem battles will be scored out of 10 with both cars starting the battle with 5 points each, eg. 5-5.
- Both cars will line up at the designated starting area, Lead car on the right, followed by Chase car on the left. The lead car must leave sufficient space for the chase car to have all 4 wheels on the sealed surface.
- The Lead car will be judged on speed, line, angle and style as in qualifying.
- The chase car will be judged on emulation, proximity, style and improvement.
- The highest qualified competitor will lead first and start on the right hand side of the other competitor.
- Temporary chicanes may be added to the start straight to even any advantages for either competitor.

- Specific battle expectations will be issued at the drivers briefing before each event.
- Any brake checking or blocking will give the lead car an instant score of zero. In the event of a mechanical issue the lead car should slow to walking pace and move off the racing line.
- The chase car must emulate the lead car while drifting as close as possible.
- The Chase car may be a maximum of half (1/2) a car length inside the lead cars line to maintain proximity however should they gain a speed advantage from their inner line points will be deducted.
- The chase car is expected to push into the lead cars inside line but without interfering with the lead car during transitions.
- Light contact is permitted as long as it does not affect the line or angle of the lead car or cause structural damage.
- 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.
- A complete spin, which can include going off track, will mean a ten-zero (10-0) score against the driver who spun.
- If the chase car spins, the lead car must continue to drift the entire course. 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 five-five. Should the lead car need to stop drifting due to safety of the chase car being stopped in the judged area (figure 8 track only) then the score will remain 10-0 to the lead car.
- 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.
- A straighten, or short loss of drift, will be heavily penalised.
- The three judges keep their own point score out of ten, and the group will make brief battle notes, for each run. After the first pass either A or B will be displayed to show which car has the advantage. After the second pass either A, B or One More Time! will be displayed to show who is the winner or a re-run is required.



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- Car A will be the higher qualified competitor, Car B will be the lower qualified competitor.

34. Collisions – HTDA Drift Allstars Round 4 & TT Rd 1

- Light contact that does not affect the lead cars line or angle will not suffer a point deduction. In the instance that the impact causes the lead car to spin, the following car will be penalised and the battle scored 10-0. Judges may request assistance from track personnel to assist in deciding fault and their decision is final.
- 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 driver will not be at fault. This is at the judge's discretion and the decision is final.
- 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 extra time to make mechanical repairs. The time allowed is at the discretion of the Clerk of 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 event scrutineer. The amount of additional time added will be determined by the Clerk of Course.

35. Off Track

- For the purpose of judging, "off-track" is classed as three (3) or more wheels off the designated track. Areas of concrete or asphalt can be deemed off-track under various circumstances. Off-track is classed as a spin and will award the driver a score of zero.

36. Unsporting Behaviour

- 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. 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. This can include brake checking or purposely running a line in conflict with what is requested by the judges.

37. Elimination Twin Battles

- Once a qualifying order has been established, drivers will enter a series of elimination twin battles. In most cases the first round of elimination battles will be a "round of 16" in which for example qualifier 1 competes against qualifier 16, qualifier 2 competes against qualifier 15 and so forth.
- The number of qualified competitors and/or drivers will determine whether competition starts with a round of 16.
- A twin 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.
- Each judge will allocate their own score and determine a winner or re-run. It is then a "best of three" system. 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.
- If one judge awards the win to "Car A" and another to "Car B" and another a "re-run" then the battle will be re-run.
- If two judges award a "re-run", regardless of the third score being "Car A" or "Car B", the battle will be re-run.
- If a car suffers a mechanical issue, the team will be given 5-minutes to attempt to rectify the problem. This 5-minutes starts from when the car enters the team's pit garage. 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 the 5-minute rule BEFORE leaving the track or will be disqualified. The 5-minute rule can be called anytime, but can NOT be used to change tyres.



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- Cars must run on the same set of tyres for one full battle and one full re-run. Cars will only be given time to change tyres if a second re-run is called. The tyres then must last another two full battles. In the event of a tyre failure only the damaged tyre may be changed.

38. Vehicle Stickers and Car Numbers

Each competitor must display the Hi-Tec Drift All-stars windscreen banner and car numbers on the left and right side of doors before going on track. Competitors are not permitted to run on track with previous event, competition windscreen or car numbers – Hi-Tec Drifting Australia windscreen banners or numbers from previous rounds are allowed.

39. Team Assistant

Each competitor is required to allocate a minimum of ONE team member per team to be on standby to assist with event jobs on the event day, please let the promoter know in advance if this is not possible.

40. Club Affiliation

All competitors must be registers with a CAMS Affiliated Car Club, and present a current membership card, together with a valid CAMS licence at driver sign in. Competitors who are not yet affiliated with a CAMS registered car club, **must purchase** an annual Hi-Tec Drifting Australia Club Membership for the annual fee of \$50.

41. Competitor Knockout

Competitors who do not qualify for the tandem battles, should leave their competition vehicle in the allocated section and remain at the venue until the event bump-out time. **Competitors MUST NOT leave the venue unless they have advised the promoter prior to the event.**

42. Passengers in Vehicles

Passengers are not permitted in vehicles during competition. Cars participating in ride sessions or driver tuition must have CAMS approved full

rollover cage fitted, and identical seats and seat belts. The car and driver must be entered to compete at the event. The driver must hold a CAMS licence and civil licence and the car must have passed scrutiny. Passengers shall be attired as per the minimum requirements for a driver (refer article 12 of these regulations) and sign an indemnity prior to being allowed on the circuit. The minimum age of any passenger shall be no less than the minimum age a driver may be for the event. Personal accident Insurance shall apply to passengers.

43. Alcohol, Drugs and Other Substances

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

44. Code of Conduct

- a) Directions from officials must be obeyed. All drivers are required to behave in a safe and responsible manner at all times.
- b) A speed limit of 10 km/h shall apply in the pit and paddock area. Failure by any driver to respect this limit may lead to exclusion from the competition. The imposition of this penalty shall be at the discretion of the Clerk of the Course.
- c) A speed limit of 80 km/h and 'no drifting' requirement shall apply to all sections of the track from the marked end of the 'slow down' area at the end of the competition course to the marshalling / start area.
- d) All drivers must attend all notified drivers briefings at each event.



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- e) Failure to attend compulsory driver's briefings/ site induction may result in fine as per the CAMS Manual NCR's and/ or exclusion from the event or other disciplinary action at the discretion of the CAMS Stewards of the event.
- f) Intentionally placing the wheels of the car outside the sealed competition surface delineated by a white perimeter line will not be tolerated and may incur penalty and/ or exclusion from the event.
- g) Burnouts are prohibited. The Clerk of Course is the judge of fact for determining whether a burnout has been conducted.
- h) The layout of the track can be subject to change based on weather conditions, it may be wet or dry, the events may continue in all conditions.

45. Disciplinary Action

Should a driver be in breach of any of the rules outlined in this document, the Supplementary Regulations for each event, any additional instructions outlined in compulsory drivers briefing or, inadvertently or knowingly puts at risk; another competitor, official, pit crew, or spectator, they may be subject to referral to the Steward of the Meeting and may be subject to the imposition of a penalty up to and including exclusion from the event.

46. Dispute Resolution

Should an instance arise in which there is a dispute concerning the interpretation of results, or awarding of points for any competition during the event, then, in the first instant the matter should be referred to the CAMS judicial processes.

47. Protests

Protests must be lodged in accordance with Part XII of the NCR. Protests will only be accepted by the Stewards of the Meeting.

48. Force Majeure

In circumstances which the organisers, competitors or drivers have no control and which involve the impracticality of the competition continuing.
The event organisers, promoters or venue will NOT be held liable to cover ANY losses due to the Force Majeure event.

49. Insurance

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au.

50. Abandonment

The event may be altered, postponed or abandoned in accordance with NCR 59 of the current CAMS Manual of Motor Sport.



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SCRUTINY CHECKLIST

COMPETITION NUMBER

--

VEHICLE:

.....



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DRIVER:

.....

CAMS LOG BOOK NUMBER (if applicable):

.....

The following form will be retained by organisers for the duration of the event.

Pre-start scrutiny must be completed and signed prior to competition commencement.

Time of arrival at scrutiny:

VEHICLE EXTERIOR

Bonnet/ Engine Cover Secure	
Body work secure	
Spoilers, Skirts, Flares acceptable	
Exhaust system - secure	
Tow points 40mm diameter	
Operative reverse gear	
Covered glass lenses	
General appearance	
Rear bumper	
Front bumper	

ENGINE BAY

Fluid leaks	
Fluid reservoirs covered	
Oil catch tanks – capacity	
Engine mounts	
Strut brace	
Battery secure – may be in cabin	
Throttle return mechanism	

CABIN

Fire extinguisher – if fitted	
Harnesses & mounting 4 point min.	
Seats & mounting	
ROPS half cage minimum/ full cage for open top	
Windscreen - laminated	
Additional equipment secure	
Battery isolator recommended	

Door trims	
Flame/ liquid proof bulkhead – rear	
Sealed HOT liquid containers	
Steering wheel and mounting	
Brake pedal – feel	

OTHER

Nitrous Oxide – if fitted	

RE – PRESENT – This vehicle has failed pre-start scrutiny follows with a member of the crew present.

Time Location.....

APPAREL

Helmet AS1698 - minimum	
Footwear must be closed	
Clothing cover ankle to neck to wrist minimum	
Suit for registered drivers	

LIGHT and WIPERS

Stop lights	
Hazard lights	
Wipers	

SIGNAGE

Competition No. contrasting colour	
Event signage	
Battery/ isolator location if required	
Fire system activation point	
Tow point locations	

TYRES

Brand
.....
Size/...../.....

Tread wear Front min
140

Tread wear Rear min
200



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PRE-START SAFETY CHECK COMPLETED

Verification CAMS log book – if applicable

All items corrected, vehicle approved to start event:

Signed:

CAMS licence no:

Date: Time: