

DRIFTING SA

2026 STANDING REGULATIONS

1. AUTHORITY

Drifting SA events are conducted under the Drifting Safety Regulations of RACERS insurance, the supplementary regulations (based on these standing regulations), and any further regulations and bulletins which may be issued. By entering a Drifting SA event, you agree to comply with these regulations.

The purpose of these Regulations is to ensure that Events are conducted in a manner which secures and enhances the safety of participants, officials, nominees and spectators and for Competition Events, allows the Events to be competitive and fair. All Drivers and Competitors and their Team Members must read, understand and comply with these Regulations as well as all Supplements, Bulletins, Briefings, Instructions and Amendments issued in writing from time to time by Drifting SA. Unless specifically defined or the context otherwise requires, a word or phrase used in these Regulations will have the same meaning as that given to it in the RACERS Manual.

2. ADMINISTRATION & EVENT STAFF

PROMOTER & ORGANISER

Drifting SA

Email: events@driftingsa.com.au

Website: www.driftingsa.com.au

b. EVENT CONTACT

Telephone: 0480 313 660

Email: renae@driftdates.com

c. KEY OFFICIALS

	Renae Sullivan / Elise
Clerk of the Course:	Richards
Chief Steward:	Stewart Bryant
Chief Scrutineer:	Joe Brocklehurst

3. EVENT SCHEDULE (SENT IN SUPPORTING EMAIL FOR EACH EVENT)

4. DRIVER'S BRIEFING

- 4.1 All drivers, without exception, are required to attend the COMPULSORY Drivers Briefing. Anyone failing to attend must present to the Clerk of Course for an individual briefing or risk exclusion from the event.

5. ENTRIES

- 5.1 Entries will close 5 days out from the event unless sold out. Entries must be completed on the official online entry form. Drifting SA reserves the right to refuse entry at their discretion.

6. LICENCE REQUIREMENTS

- 6.1 The event is open to all persons **aged 16 years and over** holding a current Racers Clubman licence (to be purchased from Racers at <https://racers.world/>).
- 6.2 All entrants must have a Drifting SA Driver Membership or will incur an additional charge of \$50 (included in non-member entry fee).

7. INSURANCE

- 7.1 Certain public, property, professional indemnity and personal accident insurance is provided under the Racers insurance permit. Details can be found at <https://racers.world/>

8. DRIVER APPAREL

- 8.1 Driver's apparel, including helmet, shall be as specified in Racers Appendix 2 Apparel: <https://racers.world/cms/cognito/document/download/file/1>
- 8.2 Drivers and passengers must wear non-flammable long sleeve clothing that covers neck to wrist to ankles at a minimum.
- 8.3 Non synthetic, enclosed footwear with flame resistant socks must be worn.
- 8.4. Helmets must comply with, or exceed, the Australian or NZ standard AS/NZS1698 or European ECE 022 with 04, 05, 06 amendments or SFI 41.1 or the equivalent SFI & FIA. Helmets must extend to cover the complete ear. "Skull Cap" style helmets must not be used.
- 8.5 Full face helmets must be worn in open cars – no glass is permitted in accord with SFI 41.
- 8.6 Clothing and helmet must be presented to the scrutineers for inspection.

9 PASSENGERS

- 9.1. Passengers are allowed, with certain conditions.
- 9.2 The minimum age for passengers is 14. Passengers under 18 must have a parent/guardian present to co-sign the required disclaimers.
- 9.3 Passengers must purchase a 'passenger pass' at the sign-on office. Passengers must also sign the Racers Disclaimer and any track-specific waivers. All passengers will be issued a wristband, to be worn on the left arm, indicating that they have completed these requirements.
- 9.4 Entrants with passengers must have an approved seat belt or harness system.
- 9.5 The passenger be wearing driver's standard apparel as per Racers regulation Appendix and must at all times while in the car wear an approved helmet.
- 9.6 Entrants are responsible for ensuring their passengers safety and meet the general passenger requirements listed in these regulations. Penalties will apply if there is any breach of these requirements.
- 9.7 Drivers are expected to drive responsibly while they have passengers in their vehicle.
- 9.8 Personal Accident Insurance also applies to passengers.
- 9.9 Passengers will only be permitted in the practice sessions of the event.

10. NOISE

- 10.1 The maximum noise limit is 95 dBA measured at 30 metres.
- 10.2 Noise testing may take place at any time at the discretion of the Clerk of the Course. Any car found to exceed the maximum noise emission limit will be suspended from the event until the Clerk of the Course is satisfied that action has been taken to bring it within the limit. Any vehicle that exceeds the limit on two runs will be excluded from the remainder of the event.

11. ALCOHOL AND PROHIBITED SUBSTANCES

- 11.1 Consumption of alcoholic liquor by drivers or pit crew is forbidden prior to the completion of the all track activities as per the event schedule. All drivers must have a BAC below 0.01.
- 11.2 Drivers shall not exhibit the presence, within his/her body tissue, fluids or expired air, of any trace of an prohibited substance that may affect a person's motor skills or judgment. The list of prohibited substances includes but is not limited to: heroin, methadone, pentazocine, morphine; pethidine, marijuana, amphetamines; cocaine; ephedrine.
- 11.3 All competitors and officials are advised that random drug and alcohol testing may take place during the event.
- 11.4 Any driver or crew member being found to be under the influence of alcohol or prohibited substances during the event will be excluded from the event, and further penalties may be imposed.

12. SMOKING

- 12.1 Smoking in the pit area is prohibited.

13. FUEL

- 13.1 ULP 98 and E85 are available for purchase on site via an EFTPOS only terminal.

- 13.2 Fuel can only be stored in 20 litre fuel drums or containers that meet AS1940/AS/NZS2906 or higher, in order to comply with OH&S requirements and the Dangerous Goods Act 1985. There is a maximum of 2 x 20 litre containers per bay at any one time.
- 13.3 All drivers, crew and passengers must be outside of vehicles whilst refuelling. A fire extinguisher should be nearby during the refuelling process.

14. VEHICLE ELIGIBILITY

- 14.1 All vehicles must comply with the Racers "Drift" car regulations as per Appendix A, Category 2 in Racer's standing regulations manual: <https://racers.world/cms/cognito/document/download/file/1> and all listed vehicle requirements in corresponding sections outlined below.
- 14.2 Vehicle eligibility will be at the sole discretion of Drifting SA.
- 14.3 Cars participating in any competition aspect of a Drifting SA event must present a complete car where possible including front and rear bars.
- 14.4 All vehicles must be, or have been, mass produced and available for purchase from a major manufacturer as an OEM vehicle.
- 14.5 All vehicles must be based on a RWD or 4WD platform. In the case of vehicles based on a 4WD platform only the rear wheels may provide drive to the vehicle.
- 14.6 FWD Vehicles that have been converted to RWD are accepted on a case by case basis. Drivers must seek approval from Drifting SA before entering.
- 14.7 Open wheel vehicles, kit cars, clubman cars and full-tube purpose-built race cars, as determined by the event staff, are not permitted.
- 14.8 Vehicles are limited to one engine, which must be in the factory front, mid or rear position. Any alterations from factory standard will be subject to approval by Drifting SA.

15. CHASSIS AND BODY

- 15.1 The original uni-body must remain intact between the factory suspension strut tops.
- 15.2 Any modifications to the chassis rails forward or rearward of the strut-tops must be approved by Drifting SA.
- 15.3 The original roofline must remain intact.
- 15.4 The boot floor can only be cut-out and removed to allow fitment of an aftermarket fuel cell, which must then be sealed from the rest of the cabin (either via steel or aluminum firewall or in a steel or aluminum sealed box).
- 15.5 Tubbing of the front guards is permitted.
- 15.6 Cutting and filling of rear inner guards is permitted to allow fitment of wide, low offset wheels.
- 15.7 Seam/stitch/spot welding of the chassis is permitted.
- 15.8 The gearbox tunnel can only be modified to allow fitment of an upgraded gearbox and allow faster removal and installation. Any new material added must be of the same thickness and strength as factory. All gearbox tunnel modifications must be approved by Drifting SA.
- 15.9 Convertible vehicles MUST be fitted with rollover protection bars.
- 15.10 Safety cages are permitted and encouraged. Safety cages built to CAMS Schedule J specification or AASA Class 1A with side intrusions are acceptable. Safety cages meeting other specifications may be accepted, see cage rule section for specific requirements.
- 15.11 Factory doors, glass and side intrusion bars must remain intact on the vehicle unless an approved safety cage with side intrusion bars is installed. "Gutted" factory doors and lightweight doors are then permitted to be fitted.
- 15.12 Polycarbonate windows are permitted to be used in cars with a safety cage, except for the front windscreen, which must be the factory glass. Polycarbonate windows must be installed and secured correctly.
- 15.13 Vehicles with a full safety cage and gutted doors that have no glass or polycarbonate replacements must utilise a window net to prevent body parts protruding from the vehicle in the event of an accident.
- 15.14 Custom bumper reinforcement bars or "bash bars" are permitted with prior approval. The design of the bash bar must be within the area factory panels would be if fitted. Each end of the bash bar must not finish within 60 degrees of parallel of the front of the car and ends must be radiused (without sharp edges) to avoid piercing or catching on an opponent's car. Bash bars should be designed to deform in the event of an accident to reduce the impact. Bash bars must be approved by Drifting SA staff.
- 15.15 Aero modifications are open, as long as protruding bodywork is deemed to not be dangerous to other vehicles or event crew in the pit area.
- 15.16 End plates on rear mounted wings are permitted.
- 15.17 No parts of the car can extend past the most rear structural part of the car, this includes wings.
- 15.18 The fitment of flat floors is prohibited.

- 15.19 Competition vehicles are to start the weekend with a presentable appearance. Vehicles participating in any competition aspect of a Drifting SA event are expected to make an effort to present a complete looking vehicle upon scrutineering including the fitment of front and rear bars. Competition vehicles that have extensive panel damage before the event begins will not be permitted to enter the competition. Competition vehicles must have a front end that is recognisable as the front of the car, and a rear end that is recognisable as the rear of the car. Competitors' cars are to resemble a factory model (aero aside) front and rear. They do not have to resemble the same front and rear from the factory.
- 15.20 All vehicles are to have two functioning tail lights/brake lights. For night events, functioning headlights are required also. All lights must produce adequate light.
- 15.21 The use of lightweight materials (fibreglass, carbon fibre or composite) for panels and skins (doors, guards, roof) is permitted, however, front doors must have a layer of metal for protection against piercing objects (such as an OE door or door skin).
- 15.22 All vehicles must have tow points that are clearly visible and accessible.
- 15.23 Tow bars are not permitted.
- 15.24 "Ute Trays" are not permitted, all Ute style vehicles must have sheet panel bodies.

16. SUSPENSION AND STEERING

All nuts and bolts on all vehicles must be properly fastened and tightened, and must not have any excessive play in any joints.

Additional Requirements for L2 Competitors Only:

- 16.1 Vehicles that have a comprehensive suspension setup that does not resemble original factory layout will be subject to inspection and approval before being permitted to enter Drifting SA competition events to ensure fairness to other competitors.

17. BRAKES

- 17.1 Brake modifications are open.
- 17.2 Use of dual callipers is permitted on both the front and rear wheels.
- 17.3 Handbrake actuation of both front and rear calipers is allowed
- 17.4 Brake lights must work and be activated by any application of front wheel braking.
- 17.5 Brake lines must not have any leaks of weeping and hold pressure to ensure complete function

18. ENGINE

Applicable to L1 Competitors:

- 18.1 Engine conversions are open but must remain in the factory position and only engines available from a mass-produced car as OEM fitment are allowed.
- 18.2 Custom built race engines are permitted at the request to Drifting SA, i.e. NASCAR engines.
- 18.3 The firewall is only permitted to be modified to allow the factory fitment of an engine, any movement to shift the centre of gravity of the vehicle further rearward than the factory engine arrangement must be approved by Drifting SA ahead of the event.
- 18.3 Cars must run an exhaust system where the primary outlet exits either at the rear of the car, or, if out the side, rearwards of the front door. There are exceptions to running out the bonnet, please contact Drifting SA prior to entering if yours doesn't meet the standard regulation. Exhausts cannot protrude more than 100mm past the rearmost structural part of the car.
- 18.4 External wastegate "screamer" pipes are permitted. They can exit anywhere as long as it is deemed safe by event staff.
- 18.5 Only commercially available petroleum fuels are permitted, including ethanol blends such as E85.
- 18.6 Aftermarket fuel injection systems such as water-methanol or nitrous oxide are permitted.
- 18.7 Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff.

Applicable to L2 Competitors:

- 18.8 L2 is covered by a Gentlemen's Agreement of a 200kw per tonne power to weight ratio, while this is not a strictly enforced rule, it is strongly recommended for the sportsmanship of the sport for the driver to make sure they limit the power as much as possible and not use it to gain a clear advantage. DSA reserves the right to warn an entrant if they are using it to gain an advantage, and even remove them from the class.
- 18.9 Engine conversions are open but must remain in the factory position and only engines available from a mass-produced car as OEM fitment are allowed.
- 18.10 Custom built race engines are not permitted, i.e. NASCAR engines.

- 18.11 The firewall is only permitted to be modified to allow the factory fitment of an engine, not to move it back and shift the centre of gravity of the vehicle further rearward than the factory engine arrangement.
- 18.12 Cars must run an exhaust system where the primary outlet exits either at the rear of the car, or, if on the passenger side, at least half way down the door and, on the driver's side, rearward of the driver's door.
- 18.13 External wastegate "screamer" pipes are permitted. They can exit anywhere as long as it is deemed safe by event staff.
- 18.14 Only commercially available petroleum fuels are permitted, including ethanol blends such as E85.
- 18.15 Aftermarket fuel injection systems are not permitted, for example Nitrous Oxide.
- 18.16 Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff.

19. DRIVETRAIN

Applicable to L1 Competitors:

- 19.1 Manual, automated-manual (DCT etc), automatic and hand-controlled vehicles are permitted.
- 19.2 Aftermarket gear sets are permitted.
- 19.3 OEM gearbox upgrades are permitted.
- 19.4 Bell-housing modifications must be inspected and declared safe by event staff.
- 19.5 Sequential gearboxes are permitted
- 19.6 Custom one-piece tall-shafts are permitted.
- 19.7 Differentials must be publicly available from a recognised manufacturer.
- 19.8 Diff centre modifications are open.
- 19.9 Quick change differentials are permitted.
- 19.10 Driveshaft modifications are open.

Applicable to L2 Competitors:

- 19.11 OEM fully-manual gearboxes and automatic transmissions are permitted.
- 19.12 Aftermarket gearboxes, manually operated sequential gearboxes and automatically actuated manual gearboxes (DSG, DCT etc) are not allowed
- 19.12 Upgraded OE style gear sets are permitted (for strength purposes only)
- 19.13 OEM gearbox upgrades are permitted.
- 19.14 Bell-housing modifications must be inspected and declared safe by event staff.
- 19.16 Custom one-piece tall-shafts are permitted.
- 19.17 Differentials must be available as an OEM part from a major manufacturer.
- 19.18 Diff centre modifications are open.
- 19.19 Quick change differentials are not permitted.
- 19.20 Driveshaft modifications are open.

20. ROLL OVER PROTECTION AND SIDE INTRUSION

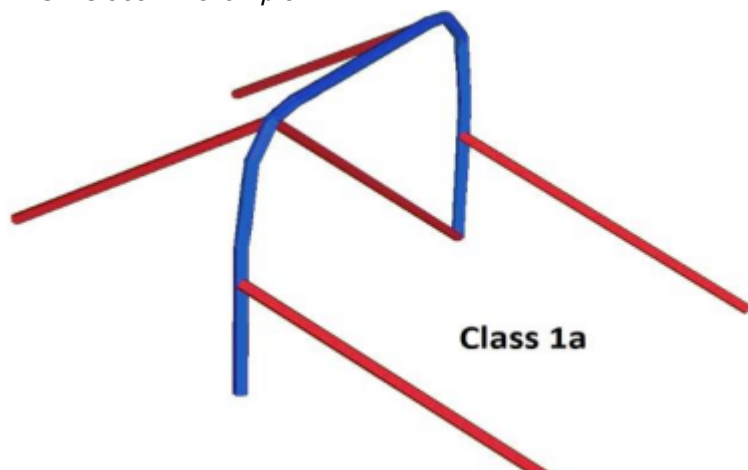
- 20.1 All vehicles are permitted to have roll cage/rollover protection, and in some drifting groups, a roll cage/rollover protection is compulsory.
- 20.2 For practice/freestyle events (ie: Prac, Winterest, Locktoberfest):
Beginner group or Intermediate class (also referred to as C or B group) will not require a cage. Experienced/Advanced class will require a minimum of a half/full cage that meets CAMS/AASA specifications, or a mass produced full cage (Japanese, Cusco etc). *Mallala events will also require factory side intrusions or side intrusion bars and cannot take passengers without cages.
- 20.3 For competition events: Minimum cage requirements are compulsory, with a 2 event grace period.

L1

Each Driver will be allowed to enter two consecutive competition events following (a) regulation, after which they must comply with (b) regulation

- (a) Drivers must have either a half/full cage that meets CAMS/AASA specifications, or a mass produced full cage (Japanese, Cusco etc).
- (b) After the grace period, L1 drivers must have a half/full cage that meets CAMS/AASA specifications, **and side intrusion bars must be fitted.**

AASA Class 1A example:



L2

Each Driver will be allowed to enter two consecutive competition events following (a) regulation, after which they must comply with (b) regulation:

- (a) Drivers do not need a roll cage for vehicles with a full roof (sunroof allowed, but not targa top, convertible etc)
- (b) Drivers must have either a half/full cage that meets CAMS/AASA specifications or a mass produced full cage (Japanese, Cusco etc).

21. SEAT BELTS / HARNESSES

21.1 Harnesses/Seatbelts must be worn at all times whilst the vehicle is in motion both on and off the competition surface.

21.1 For Open Cars, minimum of a 4-point harnesses is required.

21.3 For cars entering Drift School/Skidpan events or Intermediate class Practice events, a 3-point FIA harness or OE seat belt is required for both driver and any passengers.

21.4 For all other groups (Advanced, Experienced, L2/L1 competitors), drivers and passengers must have a minimum 4-point Harness.

21.5 Safety harnesses or seat belts must be complete units sourced from a recognised manufacturer. It is not permitted to mix parts of seat belts/harnesses of different types or manufacturers. Safety harnesses or seat belts and must be fitted and worn in accordance with any manufacturer's instructions or limitations.

21.6 Important note: Some safety harnesses and seat belts specified by Racers Insurance may not comply with civil registration requirements. Where the vehicle is to be driven on open public roads, it is the competitor's responsibility to ensure that the vehicle complies with all relevant State and Territory legislation.

22.7 All harnesses/seat belts must be in perfect working order with no damage or wear that could interfere with the effectiveness of the unit.

22.8 The safety harness or seat belt must be securely mounted on at least three points. If the two shoulder straps join prior to a common mounting point then that junction shall be at least 150mm behind the wearer's neck. In all cases of mounting the following must be observed:

(a) Rear/shoulder harness straps must be mounted between factory seat belt mounting points and rear parcel shelf. Mounting to the factory rear seat belt mounting is acceptable. If factory rear seat belt mounting points are not used the harness must be mounted such that the angles remain between 10 degrees above horizontal and 40 degrees below horizontal. **They should not be mounted in a way that they are greater than 45 degrees from horizontal.**

(b) Side (Lap) harness straps may mount to the factory seat belt mount only if unmodified

(c) For any additional floor mount points that are not unmodified factory mounts, they must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body

(b) Rear (shoulder) may additionally be mounted to a substantial part of the vehicle's structure, ie. the roll cage.

(c) Under no circumstances may a safety harness mounting bolt be used to affix a roll cage to the body shell.

22, 9 Safety harnesses and/or seat belts are required to be worn at all times on track.

22.10 Safety harnesses or seat belts of cars involved in any accident must be inspected by a scrutineer at

the relevant meeting. If appropriate, the vehicle log book shall be endorsed with a requirement that the belts be replaced. The scrutineer at the car's next meeting must satisfy himself that the replacement has been made.

23. WHEELS AND TYRES

Wheel size is open but must not protrude beyond the bodywork far enough to become dangerous to other drivers. **Steel wheels are not permitted due to potential for track damage.**

Additional Requirements for L1 and L2 Competitors Only:

- 23.1** Rear tyres are restricted to a limited number of manufacturers approved by Drifting SA. The approval will be based upon retail cost versus grip. The tyre list can be seen [HERE](#). Drifting SA, or any tyre manufacturers or suppliers associated with the series, will not be held responsible for competitors not understanding tyre eligibility or not reading the approved tyres list. If you wish to utilise tyres that are not on the approved list please contact Drifting SA at least one week prior to the event to suggest the tyres and await a decision from Drifting SA as to their suitability for use.
- 23.2** Coloured smoke tyres may only be used in practice sessions or qualifying, not in battles.
- 23.3** Front tyres are unrestricted at this stage but may be subject to restrictions in the future.
- 23.4** Rear tyre width must comply with our approved chassis list, if your chassis does not appear on this list then please contact DSA so we can assess what category it will fit into.

Weight Category	Chassis	Max tyre width
Super Light	Toyota KE70/AE71/AE86	195mm
	Holden TX-TG Gemini	
	Mazda NA-NB MX5	
Light Weight	Mazda NC-ND MX5	215mm
	Mazda FB RX7	
	Toyota A60 Celica/Supra	
	Toyota T140 Corona	
	Nissan S12 Gazelle	
	Nissan 910 Bluebird	
Middleweight	Nissan A31/C33/C34/C35	235mm
	Nissan R30-V36 Skyline	
	Nissan Z31-Z34 Z Car	
	Nissan S13-S15 Silvia	
	Toyota XE10 Altezza	
	Toyota A70/A80 Supra	
	Toyota X80-X110 Chaser	
	Toyota Z20-Z40 Soarer	
	Toyota GT86	
	Ford XE-AU Falcon	
	Holden VB-VS Commodore	
	Mazda FC-FD RX7	
	Mazda Bravo	
	BMW E30-G20 3 Series	

	Subaru Liberty/Legacy	
Heavy Weight	Holden Commodore VT	255mm
	Holden Commodore VE-VF	
	Ford BA-FG Falcon	

- 23.5** Event staff reserve the right to conduct spot inspections of tyre sizes and eligibility. Cars found in contradiction to the rules are instantly disqualified from the series and ineligible for any points or winnings.
- 23.6** Event staff reserve the right to determine the factory weight of a vehicle under contestation.
- 23.7** Additives to a tyre is not permitted.
- 23.8** Entrants must have an easily recognisable way for judges to see steering input during qualifying and battles.
The following methods are acceptable for the front wheels and/or front tyres:
- Steer (front) wheels that are easily distinguishable from the colour of the tyre. Light coloured (silver, grey, white, red, blue, etc) or bright (machined, polished, chrome, fluorescent) wheels are preferred.
 - Tape (white, hi-vis or fluorescent) or removable paint (light or bright) on the front wheels
 - White/bright lettering or stencils on tyre outer sidewalls

24. REPLACEMENT CARS

- 24.1** If a competitor's car is damaged and unable to return to competition a replacement vehicle is permitted with the approval of Drifting SA. Any replacement cars must have cleared scrutineering and approved for use.

25. IN-CAR CAMERAS

- 25.1** Drifting SA owns a number of cameras. These cameras may be allocated at the discretion of Drifting SA, for installation in competition vehicles. All such cameras must be installed by Drifting SA staff.
- 25.2** If requested to do so, competitors are required to carry an in-car camera.
- 25.3** Competitors may carry their own in-car cameras. They must be securely fixed to withstand a crash and should ideally have a fixed secondary tether. The Chief Scrutineer may require the competitor to demonstrate that the camera and accessories are mounted to withstand an acceleration of 25g.

26. FURTHER

- 26.1** It's highly recommended that cars must have a fire extinguisher on board within reach of the driver. The mounting bracket must be fixed solidly to the vehicle, and the bracket must hold the extinguisher in place so that in the event of a crash it can't come loose.
- 26.2** Cars must have a firmly secured dashboard.
- 26.3** The car battery must be firmly held in place, and if inside the cabin or boot that contains a fuel system, the positive terminal and lead connection must be covered (or taped).
- 26.4** An externally visible triangle is recommended to be placed where the battery is located.
- 26.5** It is recommended brake, clutch and power steering reservoirs have a liquid absorbing cover. No overflow should be visible.
- 26.6** Cars must have two bonnet restraints. In the case of an OEM bonnet, the factory secondary locking mechanism is sufficient.

26(a) HAZARDOUS FLUIDS

The following section defines requirements for Hazardous Fluids inside the cabin. A secondary layer or protection/enclosure is defined as a layer/enclosure separate from the primary containment (fuel cell, hydraulic line etc).

Category 1: Highly flammable or oxidising liquids/gasses - Typically includes all fuel and NO2 systems.

- Must not pass through the cabin or be exposed within the cabin to the occupants without a secondary sealed, non-absorbent layer of protection/enclosure.
- Any fuel lines, fuel cells, surge tanks, NO2 systems inside the cabin within 1 metre from any occupant must be in a completely sealed enclosure with no gaps to the cabin whilst also venting to the outside of the vehicle - if further than 1 metre from occupants (ie. the boot if there is no firewall), the enclosure must be mostly sealed with holes no greater than 2mm width/diameter.

Category 2: Fluids that can exceed 50 degrees celcius and see pressures above 30psi - Typically includes Engine oil and Powersteering fluid

- Must not pass through the cabin or be exposed to the cabin where the occupants are without a secondary non-absorbent layer of spray protection in the instance of a burst.
- All accusump, dry sump and remote powersteering pump setups must be enclosed mostly with gaps of up to 20mm allowed, with emphasis on shielding the occupants from the possibility of being directly hit in the case of a failure.

Category 3: Fluids that can exceed 50 degrees celcius but don't exceed 30psi - Typically includes coolant/water, dry sump oil return lines from the engine, as well as gear oil.

- Must have all termination points such as AN connections, bulkheads or rubber/silicone connections covered with a splash guard to protect occupants in the case of a failure. Braided AN line or Hardlines are approved to run without guards for the main length away from termination points, however any damage including fraying, marks or scratches that could be considered to compromise integrity won't be allowed.

Category 4: Fluids that can be pressurised over 10psi and don't exceed 50 degrees celcius or the fluids are under vacuum - Typically includes clutch/brake fluid for hydraulic handbrakes and master cylinders inside the cabin which in a drifting application do not usually exceed 50 celsius, or are under vacuum so pressurised leaks even for fluids exceeding 50 celsius cannot leak under pressure such as dry sump feed lines back to the engine

- Must use correct hydraulic fittings and not be leaking, but do not require additional shielding.
- Cannot show signs of wear or damage to the lines (such as frayed braided lines)

26(b) CABIN SEALING

26(b).1 The front firewall must be sealed, all holes in the front firewall that aren't being used must be closed

up, holes that are being used (ie: for wiring looms etc) must have a rubber grommet/boot or similar that is tight to provide as much of a seal as possible.

26(b).2 Rear firewalls are defined as either the wall between the cabin and the boot, or the boot floor that divides the boot from the underneath of the car (depending on where the fuel system is located). If there are any components of the fuel system inside the boot, the boot has to be sealed from the driver's cabin. If the fuel system is completely contained underneath on the outside of the vehicle, then either the boot and boot floor has to be sealed from the outside, or the wall between the cabin and the boot has to be sealed. If you have a fuel system in the boot, and you have a vehicle without a factory firewall between the cabin and the boot, for example a hatch, then a custom barrier should be made to contain it. In any case, the fuel system must have a layer of metal protecting any leaks or vapours from entering the cabin.

26(b).3 Holes in the floor and transmission tunnel around the driver and passengers must be sealed off to prevent fluids and vapours from entering the cabin. For example the gearbox shifter hole must have a tight fitting boot to the shifter (like OE), made of a flexible non absorbent material (rubber, silicone etc).

27. SCRUTINY

27.1 Scrutiny will begin and end as per the event schedule.

27.2. Vehicles entered in the event must have passed scrutiny prior to participating in any track activities.

27.3 Scrutiny will be as per the Racers Event Operations Manual. When vehicles are presented for safety checking they must be ready to go onto the track, i.e. with all loose objects removed.

27.4 It will be the driver's responsibility to ensure they have their vehicle checked in time for their designated sessions.

27.5 Driving apparel, including helmets must be presented at scrutiny. Vehicles that do not pass the safety checking procedure must NOT enter the track at any time of the event.

27.6 Vehicles which suffer damage during the event must be re-examined before entering the track again. Scrutineers will be available for the duration of the event for this purpose only.

28. VEHICLE BREAKDOWN

28.1 If your vehicle stops or suffers a mechanical malfunction on any part of the track and it cannot continue under its own power, turn on your hazard lights and the track crew will come to your assistance.

28.2 DO NOT leave your vehicle until the track crew advises you to do so. You may only get out of your car on the track if your vehicle is on fire.

29. TRACK FLAGS/LIGHTS

There will be 2 variations of flags/lights used to control on track activities and must be obeyed at all times.

- **Yellow Flags/Lights:** warning drivers of a hazard ahead; You must slow down to walking pace until you pass the next green light.
- **Red Flags/Lights:** will be shown when there is a severe incident, or it is the end of the session. You must slow down to walking pace and drive back to the pits.

30. FURTHER VENUE/SAFETY RULES RULES

- Listen to and obey all instructions given by officials.
- Show your wrist-band at pit exit or when required by officials.
- Helmets and seat belts must be secured at all times on the circuit.
- No loose objects in your car (cameras, water bottles, phones, wheel brace etc.)
- Cameras mounted inside cars must have a cable attached to the car (secondary fitment). All cameras on or in cars must be checked by a scrutineer for mounting security.
- No static burnouts or donuts. If you receive a second warning you will be excluded from the event.
- If you spin, remain off the track in a safe position until the next vehicle(s) has passed.
- Don't ever drive against the flow of traffic.
- If you are aware that your vehicle is leaking oil, move off the track immediately.
- Waste oil must be placed in the area provided in the paddock.
- All used tyres must be taken away with you, unless you have paid the on-site tyre fitters for removal.
- These regulations are subject to change or update before the event.

31. DRIVER RESPONSIBILITIES

Driver vehicles may be driven on the track during any event only with the permission of the appropriate Official, and only by authorised and eligible Drivers. During all driving sessions, the Driver must comply with all Drifting SA regulations, all information provided by Drifting SA officials during Driver's Briefing, and all instructions provided by Drifting SA staff or officials on the day. Failure to comply may result in a driver being removed from the event.

32. SPECTATORS

The Clerk of the Course must ensure all spectators remain in designated areas behind established first lines of protection as per Racers Insurance and circuit operation requirements.

ADDITIONAL DRIFTING SA COMPETITION SERIES SPORTING REGULATIONS

33. TERMS

33.1 Drifting – An activity designed to be undertaken through a series of corners wherein the object of the exercise is to drive in accordance with judges' requirements whilst demonstrating the driver's ability to control the direction, speed and angle of the vehicle through a predetermined course.

33.2 Judging – A judge or panel of judges will establish the order of merit of competitors as they traverse the judged area. Assessment will be made based on the judging criteria.

33.3 Battle – A competition where two cars battle against one another and are judged according to the judging criteria for Drift Battles. Each battle consists of two passes through the judged area, with each car taking a turn to lead.

33.4 Course – The designated area of the racetrack the competition aspects of the event take place as outlined by the judges. Activities occurring outside the judged area will not be considered by the judges. Activities occurring outside the judged area may be considered by the Stewards and Clerk of Course as appropriate.

33.5 Angle – is the degree of maintained angle at which the vehicle moves along a set line or course relative to the vehicle's direction of travel.

33.6 Team Drifting – A competition between teams of drivers, with between three and five competitors in each team. Each team passes through the judged area individually (i.e. one team at a time) and is assessed by the judges against a number of criteria, which may include aggression, line, angle, emulation and proximity. Teams compete to qualify before heading to a final round in which the two teams with the highest scores have another run each before the winner is decided.

34. EVENT LAYOUT

34.1 Drifting shall be conducted on a sealed surface within the confines of a venue specifically licensed for the activity by Drifting SA.

34.2 Certain parts of the layout will be designated "no drift zones". In addition to the changeover area, these areas may include entry/exit areas and other areas at the discretion of the organisers.

34.3 A "Hot Pit" may be utilised at the event organiser's discretion.

35 PADDOCK LAYOUT

35.1 Competitors must strictly comply with all instructions given by Drifting SA and the venue owners of each event as to garage and paddock allocation and use.

35.2 Only (1) transporter / support vehicle per entered vehicle is permitted in the paddock/pit area. All other vehicles must park in the designated parking areas.

35.3 All trailers must be removed from the paddock area if requested by the event organisers.

35.4 Competing vehicles, transporters, and paddock/garage areas must be kept clean and in good order at all times.

35.5 The maximum total amount of fuel permitted to be stored anywhere in the paddock/garage area by any one team, regardless of the number of cars entered by that team, is 250 litres (not including fuel in vehicle fuel tanks).

36 SERIES PERSONNEL

36.1 In addition to the officials required by the Drifting SA Sporting regulations and any Supplementary and Further Regulations, Drifting SA may appoint Officials for the Series who shall have the authority to monitor compliance with the documents set out in regulation 1.2 and to initiate disciplinary action.

36.2 Officials will have duties and powers as set by Racers Insurance or Clerk of Course.

36.3 Stewards will have no responsibility for the judging of the event.

36.4 Clerk of the Course will have duties and responsibilities as set by Racers.

36.5 Scrutineers will have duties and responsibilities as set by Racers or Clerk of Course.

36.6 The Clerk of Course of each event has the power to refuse any car to compete, which in their opinion is unsuitable for the competition.

36.7 Observers and Flag Marshals generally will have duties and responsibilities as set by Racers Insurance or Clerk of Course.

SERIES / EVENT FORMAT

37 EVENT FORMAT AND TIMETABLE

The final program of events for each round of the Series will be determined by Drifting SA and made publicly available before each Round.

38 PRACTICE

L1 – Multiple Sessions (refer to full schedule).

L2 – Multiple Sessions (refer to full schedule)

39 FORMAT

There are 2 different types of rounds in a season, Super Rounds (2 days) and Regular Rounds (1 Day). In L1 Super rounds use this complete format however Regular rounds do not have Qualifying, Shootout, or Team drift and move directly in the Battle Rounds where their pairings are determined by seeding and randomisation. L2 uses the same format for both types of rounds.

39.1 L1 QUALIFYING (Super Round Events Only)

39.1.1 Qualifying will be conducted in through open Jam Sessions

39.1.2 Overall impression will be judged based on the whole session, there is no minimum or maximum amount of runs, but judges want to see drivers in a mixture of lead, chasing and even group drifting if they are comfortable with it.

39.2 TOP TEN SHOOTOUT (Super Round Events Only)

The top ten qualifiers will enter a SHOOTOUT qualifying session in which drivers will have 1 lap with no warm up. The intent is to be as aggressive as possible to score additional points towards the championship. Only the top 3 qualifying scores will count for position at the top, the remaining drivers will default to their qualifying position in the remaining 7 out of the Top 10 positions.

39.3 TEAM DRIFT (Super Round Events Only)

39.3.1 Team drift will be an a qualifying style session where all the teams will be scored for their runs

39.3.2 The top 4 teams in team drift be awarded points that go towards their individual championship points

39.4 BATTLE ROUNDS 1 and 2

39.4.1 There are 3 rounds total of battle rounds before advancing to traditional Top 16 elimination battles.

However only 16 of the top scorers from the first 2 rounds will advance to the 3rd round

39.4.2 Judges will score each run (lead and chase) for each driver independently of the car they are battling.

Judges will provide a maximum of 10 points per run in each of the runs the drivers undertake.

39.4.3 Judges will drop a driver's lowest score from their battles and double the highest score, creating a "Formulated Score" each round.

39.4.4 Due to the nature of the scoring system, "tied" runs do not need to be re-run as it simply means that both drivers receive the same points towards their overall total.

39.4.5 The drivers with the highest 16 Formulated Scores from the first 2 rounds will move into the 3rd round.

39.4.6 If there are any tied Formulated Scores after 2 rounds, it will revert back to their combined score which is simply all scores added together without dropping the lowest or doubling the highest. If those scores are the same, it will revert back to their lowest score, and then finally their highest score if all others are the same.

39.4.7 In the case that all these are the same and the position determines elimination or not, we will request a sudden death elimination battle for the final position.

39.4.8 L1 Drivers will be paired into their Round 1 and 2 Battles ahead of the event. DSA will do their best to reconfigure drivers into pairings if there are drop outs to reduce bye runs. If you are against a drop out, we will have you wait until the end of the round to pair you with any other drivers with an opponent who drops out.

39.4.9 L2 Drivers will be paired as they reach form-up, it is the responsibility of each driver to be in form-up on time to be paired for battles.

39.4.10.1 A run is deemed an "Incomplete Run" if either the Lead or Chase is affected by the other driver to a point where the judges believe they didn't have a fair opportunity to score points. This is reserved for the unusual situation where the lead car either goes off the track fully on the first corner, or spins, stalls out or in any other way provides an unchaseable lead during the first part of the run. This is also the case if the chase hits the lead heavily, or in any way affects the lead in the first part of the run. Due to the nature of our layouts and the heavy emphasis on the initial stages of the run, issues that take place at the middle or the end of the run don't warrant needing to call an incomplete run as the judges usually have enough information by that stage to make a call, penalising any errors as they take place.

39.4.10.2 An "Incomplete Run" call is made completely at the discretion of the judges, and will be announced immediately. If it is at fault of the Chase car, the Lead car will be given another run as a "Solo" to be judged on and the Chase car will keep their score from the incomplete run, penalised for their error. If the error was deemed the Lead car's fault, that incomplete run will be ran again, with the Lead car limited to a maximum of 12 points total (4 points per judge) scaling down from the original 30 (10 per judge) possible points. If the Lead car performs another Incomplete Run in the lead, they will be given 0 points and the Chase car will be given a Solo run to net points. If both drivers are deemed at equal or close to equal fault for the error, it will not be considered an Incomplete Run, both drivers will be penalised and their scores will stand. Drivers must finish their run, regardless of who was at fault, to trigger an Incomplete Run the driver not at fault must still show an effort to continue their run.

2.39.10.3 "Incomplete Runs" Will be enabled for L1 Rounds 1 to 3, and for L2 in Round 3. We will not enact the rule for L2 in Round 1-2.

39.5 BATTLE ROUND 3

39.5.1 The drivers with the highest 16 scores from the first 2 rounds will move into the 3rd round where they continue to build on their score from the first 2 rounds.

39.5.2 Drivers will be paired based on their scores from the first 2 rounds, ie 1v16, 2v15 etc

39.5.3 After the 3rd round, the same formula is applied to their scores removing their lowest score and doubling their highest out of the now 6 scores.

39.5.4 If there are tied scores then we will use the same process as seen in 39.4.6 and 39.4.7

39.6 ELIMINATION BATTLES

39.6.1 Top 8 Drivers will be placed into battle pairings based on their Formulated Scores from the battle rounds.

39.6.2 In elimination battles both drivers are scored out of a maximum of 10 points split between the 2 drivers.

39.6.3 After both a lead and chase run by each driver, the scores over the 2 runs will be added together, and if the total score over the 2 runs between all judges is over than 5% a winner will be decided.

39.6.4 If the scores are within 5% across all judges, a re-run will be called where we will ask the drivers to redo the whole battle, both lead and chase for each driver.

39.6.5 After 4 runs (2 full battles), driver's are entitled to change their tyres. It's a driver's responsibility to make their tyres last for at least 4 laps.

39.6.6 If a driver needs to change tyres when not permitted or they have any other issue that requires them to delay their run at the required time (ie. mechanical failure etc) they are allowed one 5 minute call per competition.

39.6.7 The 5 minute call begins as soon as they request it and race control is notified, they must be in form up with a ready car within 5 minutes of this time.

39.6.8 There is no 3rd place battle, 3rd place is determined by who has the highest Formulated Score from the Battles Rounds between the losers of the semi-final battles.

39.6.9 For the L1 final, the winning cars from the Semi Final advance in a 'Best of Three' format. The first driver to win two clear battles will win. After 4 battles, if there hasn't been 2 clear wins, the driver with at least 1 win will take the victory. If neither driver has a win after 4 battles or they have 1 win each, they will keep going in sudden death, the first driver to win a battle takes the victory.

39.6.10 L2 Finals follow the standard format used from Top 8

39.7 BEST OF THE REST

A session dedicated to giving all drivers who didn't make it through to this point a chance to go all out in a last chance expression session to impress the crowd. Judges will select the most standout driver(s) to win the award.

40 JUDGING CRITERIA

Judging criteria specific to the current round will be sent in supplementary regulations.

41.1 LEAD CAR

41.1.2 The lead car is expected to run the qualifying line as outlined by the judges in briefing and notes shared with drivers before the event

41.1.3 Any brake checking, deliberate slowing or blocking by the lead car to disrupt the chase car will be heavily penalised.

41.1.4 A poor or messy run by the lead car that disrupts the run of the chase car will be penalised.

41.1.5 Reverse entries or 'backies' from the lead car must maintain speed so as not to disrupt the chase car's attempts to maintain proximity. Any reverse entry that results in a considerable loss of speed and disrupts the chase car will be penalised.

41.1.6 If contact is made by what is determined to be the lead car's fault, the chase car will not be penalised, and the lead penalised for their mistake. If the lead car "flops" on a hit and deliberately spins after being touched, regardless of who's fault the hit was, the lead will be penalised (as well as the chase car for the initial hit). In some cases that run may be flagged and re-run, other cases it will be simply a point deduction.

41.2 CHASE CAR

41.2.1 The chase car must attempt to match the line and angle of the lead car whilst drifting as close as possible. If the chase car maintains very close proximity then by default it will match the speed of the lead car.

41.2.2 The chase car is expected to push into the lead car's inside line but without interfering with the lead car during transitions.

41.2.3 Light contact is permitted as long as it does not affect the line of the lead car.

41.2.4 If the lead car spins it will lose that run as it has failed to maintain its drift. Where possible, the chase car is expected to allow the lead car to resume its position and the battle will continue for the crowd's benefit.

41.2.5 JUDGING CRITERIA – TEAM DRIFT

Judges will be looking for teams displaying the most impressive runs to progress from Qualifying to the Finals. We encourage the drivers to discuss game plans prior to hitting the track. We will not be looking at Lead drivers to take the competition or Judged line, instead we leave it up to the discretion of the drivers to take a freestyle approach to come up with lines that gives the most impressive result.

42.1 STYLE

Team drift is all about style, we will be looking for drivers who have stylish flair on both their driving and vehicle presentation. Outright speed is not the key to stunning team drift displays. Proximity and emulation however will be the most scrutinised requirements.

42.2 PROXIMITY

This can be challenging for teams of larger numbers. One slight error in the 1st chase driver can have a ripple effect with the following drivers, Drivers should aim for clean proximity for best results.

42.3 CREATIVITY

Taking a step away from traditional battles we will allow and even encourage planned overtakes and creative flair.

42.4 AGGRESSION

While speed won't be a huge focus, judges will be looking for commitment and aggression, penalising drivers obviously going too slow or stalling their car's up unnecessarily.

42.6.3 Drivers may elect to swap cars if their car is unable to make it to a battle but this will be at the discretion of the Clerk of Course and must be a scrutineered vehicle.

43 EXPRESSION SESSIONS

Event programs may include an Expression Sessions in which drivers have the opportunity to demonstrate their skills in a non-competitive format. The number of and spacing between vehicles on the course at any time will be determined by the Clerk of the Course.

44 BRIEFINGS

44.1 Drivers Briefings

- a) All drivers and competitors of each vehicle, or a representative with the authority of a Competitor must attend the Drivers Briefing and sign the attendance sheet.
- b) Failure to sign in for and to attend the entire duration of any compulsory briefing may result in removal from the competition. Late attendance may result in removal from the competition.
- c) Drivers Briefings may include information on the physical layout of the course, including the judged area and the designated changeover area with precise details in regard to the way in which the event will be conducted.
- d) Drivers Briefings may also include additional information in relation to the application of judging criteria to be used for the event. The judges are the only persons who may advise competitors and drivers on interpretations on the judging criteria. This will not be the responsibility of the Clerk of Course or Stewards.
- e) The briefing may also include any other information the Clerk of the Course feels necessary to explain.
- f) After the Top 32 has been determined from the qualifying process there will be a TOP 32 drivers briefing to highlight key points and reiterate judging criteria.

44.2 Officials Briefing

Officials must also be briefed as to their specific roles. This may be done on a 'one on one' basis or in a group briefing. All officials must sign the appropriate disclaimer.

45 FORMATION, CHANGEOVER AND WARM UP AREAS

45.1 An area of the circuit will be designated as the Formation Area for qualifying battles and elimination battles.

45.2 An area of the circuit between the Formation Area and start line will be designated as the Changeover Area in which competitors will swap positions between runs if they do not do so during the return to the formation area.

45.3 The changeover area will be different at each track and will be outlined in the drivers briefing for each event.

45.4 An area of the circuit between the Formation Area and Start Line will be designated as the Warm Up Area for competitors to warm their tyres.

46 PIT LANE / PIT PADDOCK

46.1 Pit Lane shall be defined as the area including the fast lane (lane closest to the pit wall), the inner lane (lane closest to the garages/pit bays), the officials' area, the signalling area and the working area, and bound by the speed limit sign at pit entry and the de-restriction sign at pit exit. The following must be observed in pit lane:

- a) 5 kilometres per hour speed limit;
- b) No unsupervised children under 14 years of age; and
- c) The outer lanes must be kept clear at all times.

46.2 A speed limit of 10 km/h shall apply in the pit 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 Stewards.

46.3 During any session, only crew associated with a vehicle participating in that particular session are permitted in the pit lane.

46.4 With the permission of the Clerk of Course, Pit Lane may be declared part of the Paddock.

47 JUDICIAL PROCEDURES AND OFFENCES

47.1 Judicial matters at or arising from events may be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to Competitors, drivers and officials.

At the request of the Race Director or the Clerk of Course, or at their own initiative, the Stewards of the Meeting may inquire into an occurrence at, or arising from a meeting;

- a)** All relevant persons may be required to attend the inquiry. Notice to attend will normally, but not necessarily, be in writing and will include the details of the matter under investigation.
- b)** At the inquiry, before commencing, the Stewards must inform the person, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and, that as a result of the inquiry, penalties may be imposed.
- c)** The inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards.
- d)** Competitors or drivers so advised must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- e)** Should guilt be established, any submission to be put to the Stewards with regard to penalty would be made, so as to avoid the necessity for a separate re-convening of the hearing to consider an appropriate penalty.
- f)** Decisions will normally take effect immediately when made.
- g)** Affected Competitors or Drivers will be advised of any decision as soon as practicable after it has been made. Written decisions will be provided, as soon as practicable after the completion of the inquiry.
- h)** The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- i)** In addition to penalties provided in the National Competition Rules, the Stewards may also apply a penalty by way of a deduction of Series points.
- j)** All persons affected by or concerned in an inquiry will be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XII of the NCR.

47.2 PROTESTS

Protests will only be accepted by the Clerk of Course for reasons of vehicle eligibility or application of these Regulations.

47.3 PENALTIES

a) Actions contrary to the Regulations, any Supplementary or Further Regulations, the directions of officials or any other inappropriate behaviour outside of applicable general RACERS procedures may result in penalties being applied.

b) The penalty of exclusion from the event and future events may be imposed upon competitors. Other, lesser, penalties may be imposed such as loss of a qualifying run, percentage of point loss for day, loss of a practice run or reprimand at the discretion of the Stewards, or where applicable, the Clerk of the Course.

47.4 DRIVER BEHAVIOUR

- a)** It is the driver's responsibility to understand the course and the judging criteria.
- b)** Placing the wheels of the car outside the competition surface may incur a penalty. Any competitors who are observed by the Officials of the Meeting to be using the verges of the circuit may be referred to the Stewards of Meeting. The referral may be made to the Stewards of the Meeting regardless of whether the use of the circuit verge was advantageous or otherwise. The Judges may also take this into account with their judging of the run, regardless of whether the matter was referred to the Stewards of the Meeting.
- c)** Burnouts are prohibited, save for designated areas as defined by the Clerk of Course. The Clerk of Course shall be the final arbiter in this regard, against whose decision there shall be no appeal.
- d)** The layout of the track is not subject to restriction based on weather conditions – it may be wet or dry depending on requirements for the event and environmental conditions.
- e)** Unsporting Conduct. Competitors and drivers demonstrating behaviour that, in the opinion of the Clerk of Course, provides them with an undue competitive advantage may be penalised or disqualified from competition.
- f)** Competitors are reminded that under Drifting SA regulations, Officials of the Meeting are to be treated with the utmost respect at all times, and no physical or verbal abuse of Officials will be tolerated. Any complaints received from Officials of the Meeting along these lines will be referred to the Stewards of the Meeting.

g) The marshalling area is the area where competitors will be assembled for their release to the start zone. Within this area, competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the meeting in this area may result in referral to the Stewards of Meeting.

h) A start zone will be designated during the event. Within this zone, competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the Meeting in this area may result in the competitor being referred to the Stewards of the Meeting.

i) On occasion it will be required for competition vehicles to transit from one area to another on the circuit. This is most likely to occur when a session is complete and competitors will be instructed to return the pit area. On these occasions the starter will signal to the cars to “transport”, the signal will be a red flag. During a transport segment, no drifting or breaking of traction is allowed. Drivers must be attired as for competition, including helmets. Drivers are required to maintain a speed of no more than 40km/h during a transport segment. Drivers are required to use their hazard lights during a transport stage.

47.5 COMPLIANCE AND OFFENCES

47.5.1 At all times competitors and their team members must comply with the documents set out in Regulation 1.2. In addition, competitors must maintain good order and not do anything, which might cause disruption or inconvenience to the conduct of the event, which may cause the reputation of the sport to be compromised or is prejudicial to the interest of the Series, Drifting SA, Racers Insurance, or the venue owner.

47.5.2 If a competitor or competitor’s team member breaches or fails to comply with any and all of the requirements contained in these Regulations, Drifting SA may:

Where there is no prescribed disciplinary action or penalty take whatever disciplinary action it considers appropriate including, without limitation:

1. Cancellation of Registration / License to Compete;
2. Refusing admission to specified areas of a circuit;
3. Revoking Series prizes;
4. Requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of reputation;
5. Imposing a monetary fine;

47.5.3 In any Drifting SA related matter brought before the Racers Insurance Judicial System, a representative of Drifting SA may attend and make any submission, including submissions as to an appropriate penalty.

AWARDS AND POINTS SCORE

48 EVENTS TO COUNT

48.1 All Series events will count in determining the series Championship. Points are awarded according to finishing order at each event.

48.2 Drivers will be able to drop their lowest Battle score from their series points score, for example if unable to attend one round this will count as their ‘dropped’ score.

48.3 All additional points earned in L1 Class from Shootout and Team Drift are included, there are no “drop rounds” for additional points. Even if it happens to be their lowest earning round for Battle points and they drop those points, they will retain their additional points.

48.4 L1 ADDITIONAL POINTS

At Super Rounds, points will be accumulated for Top Ten Shootout, Tandem Battles and L1 Team Drift to provide an overall score. At regular rounds only points for Battles will be awarded. Individual segment points are as follows:

48.5 SHOOTOUT POINTS (L1 ONLY)

The points for the Top 3 positions will be awarded based on the 3 drivers with the highest scores in the Shootout session. The rest of the positions (4th-10th will be filled based on the results of the previous qualifying session.

Qualifying	Shootout Result (hypothetical)	Calculated Final Result	Final Position	Points
1	6	4	1	50
2	1	1	2	35

3	7	5	3	25
4	5	6	4	18
5	8	7	5	12
6	10	8	6	8
7	3	3	7	6
8	4	9	8	4
9	2	2	9	2
10	9	10	10	1

48.6 TEAM DRIFT (L1 ONLY)

Points will be awarded to the driver of the top 4 teams as follows:

Position	Points
1	50
2	35
3	20
4	10

49. BATTLES - L1 AND L2

Points are achieved if the driver enters and participates in the day. If they are refunded for the day they will be awarded zero points. If the driver does not complete a single battle in the battle rounds, they will be given only 1 point automatically, regardless of if they technically finish in a position which is designated for more because there wasn't a full field.

L1 Position	Points	L2 Position	Points
1	200	1	50
2	180	2	44
3	165	3	40
4	150	4	38
5	135	5	36
6	120	6	34
7	110	7	32
8	100	8	30
9	90	9	29
10	80	10	28
11	75	11	27
12	70	12	26
13	65	13	25
14	60	14	24
15	55	15	23
16	50	16	22
17	46	17	21
18	42	18	20
19	38	19	19
20	34	20	18
21	30	21	17
22	26	22	16
23	22	23	15

24	18	24	14
25	16	25	13
26	14	26	12
27	12	27	11
28	10	28	10
29	9	29	9
30	8	30	8
31	7	31	7
32	6	32	6
33	5	33	5
34	4	34	4
35	3	35	3
36	2	36	2
37	1	37	1
38	1	38	1
39	1	39	1
40	1	40	1

50 OFFICIAL RESULTS

50.1 All results are provisional until the completion of any judicial procedures.

50.2 Results distributed by Drifting SA and marked “final” by the promoter are deemed official and final.

50.3 Responsibility lies with the competitor to advise Drifting SA within one hour of their lodgement of a protest or any incidents in which they have been involved.

50.4 It is the responsibility of RACERS to issue official notification to Drifting SA of any protest, appeals or inquiry and results thereof in a timely manner.

50.5 Competitors that enter the entire season are to nominate their worst result to omit from their season at the completion of the final round.

51 PODIUMS

51.1 Round trophies will be presented on track for the following:

Shootout (First place) - Super Rounds Only

Team Drift (First place) - Super Rounds Only

L2 Battles (First, Second and Third)

Pro Battles (First, Second and Third)

Overall Round Winner – (Total points from shootout, team drift, and battle results. First place only) - Super Rounds Only

Fourth place for L2 and L1 will be requested to join on the podium for acknowledgement.

52. VEHICLE SIGNAGE REQUIREMENTS

52.1 COMPETITION NUMBERS

Vehicles in competition must have a number, as advised by Drifting SA, which is clearly visible from a distance, located on the passenger side of the front windscreen of the vehicle. The competition number must be displayed straight and upright i.e. not on an angle.