

DRIFT CHALLENGE AUSTRALIA

2016 Rules and Regulations



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CHAPTER 1 – ADMINISTRATION

1.1 AUTHORITIES AND TITLE

Drift Challenge Australia ABN 99191057162

1.2 APPLICABLE REGULATIONS

All Events are conducted under the Drift Challenge Australia Sporting Regulations; the Drift Challenge Australia Supplementary Regulations; these Sporting Regulations (as distributed by Drift Challenge Australia); Supplementary and Further Regulations issued by the Promoter; all Supplements, Bulletins, Briefings and Amendments issued from time to time for Events that form part of these Regulations.

The purpose of these Regulations is to ensure that all events are conducted in a manner which secures and enhances the safety of participants, officials, nominees and spectators and which allows the Events to be competitive and fair. All Competitors and Drivers 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 Drift Challenge Australia and by promoters of individual events, which form part of the Series described herein. 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 CAM S Manual. Supplementary Regulations and Entry Forms will be made available to all competitors before the event.

1.3 TERMS

1.3.1 Drifting – An activity designed to be undertaken through a series of corners wherein the object of the exercise is to produce as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction and speed of the vehicle through a pre-determined course.

1.3.2 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.

1.3.3 Judges will be appointed as "Judges of Fact" as is appointed by Drift Challenge Australia.

1.3.4 Drift battle or Twin 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.

1.3.5 Judged Area – the portion of the course where judging will take place. Activities occurring outside the judged area will not be taken into account by the judges. Activities occurring outside the judged area may be taken into account by the Stewards and Clerk of Course as appropriate.

1.3.6 Yaw or 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.

1.3.7 Team Drifting – A competition between teams of drivers, with 3 competitors in each team. Each team passes through the judged area individually (i.e. one team at a time) and is assessed by the judge or judges against a number of criteria, which may include aggression, line, angle, emulation and proximity. Teams compete to advance to a final round in which the two teams with the highest scores have another 2 runs before the winner is decided.

1.3.8 Backie or Reverse Entry – When a car appears to enter a drift with the rear end of the car passing a ninety degree angle on its yaw axis.

1.4 ELIGIBLE COMPETITORS

1.4.1 Drivers and Competitors must possess a current AASA Licence or higher and all drivers must be a minimum of 16 years old.

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1.4.2 Drift Challenge Australia reserves the right to refuse entry at their discretion

1.4.3 Passengers will not be allowed in vehicles except under the following circumstances:

- a) If the vehicle is fitted with a compliant seat belt or harness, the passenger has suitable attire and a compliant helmet, and
- c) If there is no competition component of the activity, and
- d) The Clerk of Course must give express permission for passengers in vehicles, taking into account the experience of the driver and other factors subject to their discretion.
- e) All appropriate indemnities in compliance with "Drift Challenge Australia Passengers in vehicles policy" are signed prior to the activity.

1.5 EVENT REGISTRATION

1.5.1 Drift Challenge Australia will distribute the Regulations and Entry Forms to all Competitors via the email / entry@driftchallengeaustralia.com

1.5.2 Competitors must return the fully completed Entry Forms (with fees payable) to Drift Challenge Australia or the Promoter (which ever stated) by the closing date shown on the Entry Form.

1.5.3 All communication regarding information detailed on the Entry Form, or relative to entry or withdrawal for any Event, must be in writing (e-mail or fax) directed to Drift Challenge Australia. No other form of communication will be officially recognised.

1.6 SERIES SCHEDULE

Round Venue Date

Round 1 Symmons Plains Raceway, TAS 3 - 4 June 2016

Round 2 - TBC

Round 3 Calder Park Thunderdome, VIC 3 - 4 Dec 2016

1.7 EVENT LAYOUT

1.7.1 Drifting shall be conducted on a sealed surface within the confines of either a Category B circuit or a venue specifically licensed for the activity by Drift Challenge Australia.

1.7.2 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.

1.8 PADDOCK LAYOUT

1.8.1 Competitors must strictly comply with all instructions given by Drift Challenge Australia and the promoter of each event as to garage and paddock allocation and use.

1.8.2 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.

1.8.3 All trailers must be removed from the paddock area if requested by the event organizers.

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

1.8.5 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).

1.9 SERIES PERSONNEL

1.9.1 In addition to the officials required by the Drift Challenge Australia Sporting regulations and any Supplementary and Further Regulations, Drift Challenge Australia may appoint Category Representatives (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.

1.9.2 STEWARDS

a) Stewards will have duties and powers as set by AASA.

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b) Stewards will have no responsibility for the judging of the event.

1.9.4 Clerk of the Course will have duties and responsibilities as set by AASA.

1.9.5 Scrutineers will have duties and responsibilities as set by AASA.

1.9.6 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.

1.9.7 Observers and Flag Marshals generally will have duties and responsibilities as set by AASA.

1.9.8 Competitor Relations Officers (CROS) will have duties and responsibilities as set by Drift Challenge Australia.

1.10 SPECTATORS

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

CHAPTER 2 - SERIES / EVENT FORMAT

2.1 EVENT FORMAT AND TIMETABLE

The final program of events for each round of the Series will be determined between the Drift Challenge Australia in consultation with the Promoter of the event and published in the Supplementary Regulations for each Round.

2.2 FLAGS

Flag signals will be used around the circuit to warn the driver of certain conditions. The flags that may be used are:

Yellow Flag - This will be used to warn of a problem ahead. Driver must SLOW DOWN and be ready to stop at start line for further instruction. Drivers must not continue drifting.

Red Flag - This indicates a severe problem ahead and the driver must cease drifting and prepare to stop immediately. The event has been stopped.

Chequered Flag - The session is finished and you are to leave the track. The Clerk of the Course may advise of additional signal usage, this being advised at a briefing, or by Bulletin or Regulation.

2.3 PRACTICE

A combined practice and qualifying session will be held at each round.

2.4 QUALIFYING FORMAT

2.4.1 Practice and qualifying sessions are combined.

2.4.2 Entrants will be separated into two groups for qualifying with each group being given a window of time (refer to supp regs per round) in which to practice the course and complete two qualifying runs.

2.4.3 Drivers are to indicate that they wish to complete a qualifying run by lining up in the dedicated qualifying lane and turning on their headlights. They should also remind the start line official that they wish to complete a qualifying run so the official can radio through the car number or driver name to inform the judges of the qualifying run and then release them.

2.4.4 The amount of qualifying time given to each group will be determined by the organisers of each event. Any practice or qualifying session may be lengthened or shortened at the discretion of the Clerk of Course.

2.4.5 2 qualifying runs are judged, the highest scoring run for each driver will be used to determine qualifying order.

2.4.6 Where multiple competitors achieve the same score for their highest scoring qualifying run, the qualifying order for the tied competitors will be determined in order of their second qualifying score.

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2.4.7 The process for determining qualifying order will be defined in the Supplementary or Further Regulations for the event. Organisers have the right to use qualifying as a method of determining which drivers will progress to drift battles.

2.4.7 The number of drivers that will be allowed to compete in the top 32 battles is 32 only

2.4.8 In order to qualify, a driver must complete the designated course at least once in their entered vehicle under its own propulsion, during a combined practice and qualifying session.

2.4.9 Once qualifying has been completed the drivers who qualify for the Top 32 battle round will be given a practice session before the Top 32 competition begins.

2.4.10 Top32 practice will be no more than one hour in length. The Clerk of Course reserves the right to modify this practice time as required to fit the schedule.

2.5 JUDGING CRITERIA QUALIFYING

ALL JUDGED DECISIONS ARE FINAL

2.5.1 LINE

The driver's ability to follow the line set out by the judges during the drivers briefing. This will vary for each track.

2.5.2 CLIPPING POINTS

The driver's ability to hit the clipping points or clipping point zones as set out during the drivers briefing by the judges.

2.5.3 ANGLE

Judges will be assessing angle with emphasis placed on aggressive driving to achieve angle. A car with high speed but low angle will be marked lower than a car with medium or high angle with medium to low speeds. The speeds expected by the judges will be outlined in the drivers briefing at each event.

2.5.4 ENTRIES

Judges will outline during the drivers briefing where they expect entries to start from and the expected type of entry.

2.5.4.1 Judges are looking for high speed entries using a fast aggressive flick, feint or clutch kick and using the angle of the car to wash off speed for the corner. Handbrake entries will be penalised.

2.5.4.2 The handbrake should only be used to make slight adjustments to the line of the car during the entry. Initiating an entry with the handbrake will be penalised.

2.5.4.3 Reverse entries or "backies" that cause the car to wash off too much speed or affect how the car exits the corner will be penalised.

2.5.5 TRANSITIONS

Judges are looking for snappy and aggressive transitions when linking corners. The amount of throttle used during the transition is also assessed.

2.5.6 AGGRESSION

The judges are looking to see which drivers are trying aggressive entries and transitions and trying to push the limits of the car.

2.5.7 CONSISTENCY

A single good run simply isn't enough. Judges are looking at driver consistency throughout the course of the day.

2.5.8 TANDEM SKILLS

Tandem battles are the most important part of drifting so the judges will be watching how drivers perform while chasing and leading during the practice sessions.

2.5.9 STYLE

Drivers are encouraged to demonstrate their own driving style whilst still meeting the key judging criteria above.

2.6 SOLO QUALIFYING RUNS

ALL JUDGED DECISIONS ARE FINAL

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Solo qualifying runs are scored using a point deduction system by the three judges to determine the Top-32 battle tree. A perfect score is 100. Each driver performs two qualifying runs, with the best run being used. The score is averaged from all three judges. At each event the clipping points, clipping zones, entry point and expected speeds will be detailed during the drivers briefing. Judges will also outline the amount of points deducted from each category based on the layout of the track. Judges will outline their preference for what they want to see, for example - aggressive driving more than just a clean, error free run. The table below shows how many points it is possible to lose in each category from a perfect score of 100.

2.6.1 ENTRY POINT (Up to 20 points)

Judges will mark out an entry point where any car entertaining after it will lose the maximum points.

2.6.2 ENTRY SPEED (Up to 10 points)

Judges will outline a minimum speed at each drivers briefing. During qualifying any cars entering below this speed will lose the maximum amount of points.

2.6.3 ENTRY STYLE (Up to 20 points)

“Scando” and “bum-drag” handbrake entries will lose the full amount of points. Judges are looking for maximum angle and throttle on the entry. Quick flick and snappy feint entries are encouraged and the handbrake should only be used to make slight adjustments to the car line.

2.6.4 TRANSITIONS (Up to 10 points)

Sharp transitions from maximum angle to maximum angle are what the judges want to see. Slow and lazy transitions will be penalised.

2.6.5 DISTANCE FROM CLIPPING POINTS (Up to 50 points)

Judges will outline at each event exactly where the clipping points and zones are. Judges will also explain how many points are deducted for each half-metre a car is away from the clipping points or zones. This is dependent on the track layout and speeds.

2.6.6 ANGLE (Up to 50 points)

Angle is determined as a vehicle's angle of rotation on its vertical axis relative to its direction of travel. The driver's ability to sustain this angle for as long as possible will also be judged.

2.6.7 SPEED (Up to 50 points)

This refers to the cars speed over the entire course.

2.6.8 STRAIGHTEN (Up to 50 points)

Straightening during a qualifying run will be heavily penalised.

2.6.9 EXCESSIVE USE OF HANDBRAKE (Up to 20 points)

The handbrake should only be used to make slight adjustments to the cars line during qualifying runs.

2.6.10 SPINS (Up to 100 points)

A spin or complete loss of drift will result in a score of zero.

2.6.11 TOP QUALIFIER BONUS POINTS

The top qualifier at each event receives a bonus score of 10 points.

2.7 JUDGING CRITERIA – DRIFT BATTLES

ALL JUDGED DECISIONS ARE FINAL

During the Top 32 tandem battles, the judges' emphasis will be on the lead car's angle and aggression and the chase car's angle, aggression and proximity. Proximity is expected to be close regardless of track layout. Drivers in the Top 32 are expected to be good enough to drive the course as the judges have requested, so the lead car merely has to drive as hard as they can.

- Anything resulting in a sustained loss of drift is an instant lose.
- If two cars spin, the first one to do so loses.
- Overtaking is not permitted at all and is considered bad sportsmanship.

2.7.1 THE LEAD CAR

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2.7.1.1 Where track layout allows for it, the lead car must drift the nominated section (as outlined in supplementary regulations for each event) prior to the judged area to allow the chase car, which may grip through the same corner, to be as close as possible before both cars initiate their entries.

2.7.1.2 Any brake checking or blocking by the lead car will result in an instant loss for that driver.

2.7.1.3 Any deliberate slowing by the lead car to disrupt the chase car will result in an instant loss for the lead car.

2.7.1.4 The lead car is expected to run the qualifying line as outlined by the judges in the Top 32 drivers briefing.

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

2.7.1.6 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.

2.7.2 THE CHASE CAR

2.7.2.1 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.

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

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

2.7.2.4 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.

- The three judges nominate who they think won each run immediately after it has been completed. This is done only to help determine who has advantage after each run. Each judge nominates a winner or re-run and majority rules.

For example:

- Two judges or three judges choose car A, then car “A” wins.

- If two judges or three judges choose a re-run, then the battle is re-run.

- If one judge chooses car A, one judge chooses car B and one judge chooses re-run, then the battle will be re-run.

2.7.3 UNSPORTING BEHAVIOUR

Competitors and drivers demonstrating behaviour that, in the eyes of the judges, provides them with an undue competitive advantage or is not within the spirit of Drift Challenge Australia 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.

2.8 ELIMINATION TWIN BATTLES

ALL JUDGED DECISIONS ARE FINAL

2.8.1 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 32” in which for example qualifier 1 competes against qualifier 32, qualifier 2 competes against qualifier 31 and so forth.

2.8.2 The number of qualified competitors and/or drivers will determine whether competition starts with a round of 32.

2.8.3 A twin battle will consist of two judged runs. Each driver takes a turn in leading. At the conclusion of the first run, the vehicles will swap positions in the designated changeover area.

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2.8.4 In the event of no clear winner, the head judge may order a battle to be re-run or may choose to assign the win.

2.8.5 If a car suffers a mechanical issue during a run, the team will be given 5-minutes to attempt to rectify the problem. This 5-minutes starts from when the Clerk of Course grants permission for the car to exit the track. The car must be moving under its own power within the 5-minutes.

2.8.6 Permission to change tyres between re-runs will be at the discretion of the Clerk of the Course. When entering the course for battle competitors must have sufficient tyres to complete 1 battle (i.e. 2 runs).

2.8.7 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.

2.8.8 Judges may deduct points from the driver who is in their opinion responsible for a collision. Collision incident may also be referred to the Clerk of Course

2.8.9 Judges cannot reverse a decision once made and announced to drivers.

2.9 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.

2.10 BRIEFINGS

2.10.1 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 combined practice and qualifying sessions there will be a TOP 32 drivers briefing to highlight key points and reiterate judging criteria.

2.10.2 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.

2.11 FORMATION, CHANGEOVER AND WARM UP AREAS

2.11.1 An area of the course will be designated as the Formation Area for battles.

2.11.2 An area of the course 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.

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

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

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2.12 PIT LANE / PIT PADDOCK

2.12.1 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) 40 kilometre per hour speed limit;
- b) No children under 16 years of age; and
- c) The outer lanes must be kept clear at all times.

2.12.2 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.

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

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

2.13 JUDICIAL PROCEDURES AND OFFENCES

2.13.1 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 they are 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.

2.13.2 PROTESTS

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

2.13.3 PENALTIES

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a) Actions contrary to the Regulations, any Supplementary or Further Regulations, the directions of officials or any other inappropriate behaviour outside of applicable general CAMS 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.

2.13.4 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 AASA 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.

2.13.5 COMPLIANCE AND OFFENCES

a) 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, Drift Challenge Australia, AASA, or the Promoter.

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- b) If a competitor or competitor's team member breaches or fails to comply with any and all of the Requirements contained in these Regulations, Drift Challenge Australia may:
- i) Where there is no prescribed disciplinary action or penalty takes whatever disciplinary action it considers appropriate including, without limitation:
 - ii) Cancellation of Registration / License to Compete;
 - iii) Refusing admission to specified areas of a circuit;
 - iv) Revoking Series prizes;
 - v) Requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of reputation;
 - vi) Imposing a monetary fine;
- c) In any Drift Challenge Australia related matter brought before the AASA Judicial System, a representative of Drift Challenge Australia may attend and make any submission, including submissions as to an appropriate penalty.

CHAPTER 3 - AWARDS AND POINTSCORE

3.1 EVENTS TO COUNT

All Series events will count in determining the 2016 Series standings though drivers must nominate their worst result and drop it from their overall results.

Points are awarded according to finishing order at each event, as follows:

Position	Points	Position	Points	Position	Points
1	100	12	49	23	27
2	93	13	46	24	26
3	86	14	43	25	25
4	79	15	40	26	24
5	72	16	37	27	23
6	69	17	33	28	22
7	66	18	32	29	21
8	63	19	31	30	20
9	58	20	30	31	19
10	55	21	29	32	18
11	52	22	28		

3.2 OFFICIAL RESULTS

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

3.2.2 Results distributed by Drift Challenge Australia and marked "final" by the promoter are deemed official and final.

3.2.3 Responsibility lies with the competitor to advise Drift Challenge Australia within one hour of their lodgement of a protest or any incidents in which they have been involved.

3.2.4 It is the responsibility of AASA to issue official notification to Drift Challenge Australia of any protest, appeals or inquiry and results thereof in a timely manner.

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

3.4 TROPHIES

3.4.1 Round trophies will be presented on track to the drivers who finish 1st, 2nd and 3rd outright at each round. These drivers are required to attend the podium and post-race presentations.

CHAPTER 4 - TECHNICAL VEHICLE & SAFETY REGULATIONS

4.1 SCRUTINY

4.1.1 There will be preliminary scrutiny prior to official practice on the first day of the meeting. The official Scrutiny Session will take place prior to the track being open. A relevant team member must be 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.

4.1.2 Drift Challenge Australia, nor their nominees, will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.

4.1.3 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.

4.1.4 Once a car has been scrutinised, it must not be removed from the circuit without prior approval from Drift Challenge Australia, until the completion of all competition, scrutiny, and judicial matters.

4.2 ELIGIBLE VEHICLES

4.2.1 Vehicle eligibility will be at the sole discretion of Drift Challenge Australia and all vehicles shall, of necessity, in all drifting competitions, comply with the Standing Regulations for drifting.

4.2.2 Cars participating in any competition aspect of a Drift Challenge Australia event must present a complete car where possible including front and rear bars.

4.2.3 All vehicles must be, or have been, mass produced and available for purchase from a major manufacturer as an OEM vehicle

4.2.4 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.

4.2.5 Open wheel vehicles, kit cars, clubman cars and full-tube purpose built race cars, as determined by the event staff, are not permitted.

4.2.6 All vehicles must be two-wheel-drive and must have 4 wheels with the steering acting on the front wheels only.

4.2.7 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 Drift Challenge Australia staff.

4.3 CHASSIS AND BODY

The intent of these rules is to ensure vehicles look presentable and maintain a basic setup that is in keeping with Drift Challenge Australia's ideals.

4.3.1 The original uni-body must remain intact between the factory suspension strut tops.

4.3.2 Any modifications to the chassis rails forward or rearward of the strut-tops must be approved by event staff.

4.3.3 The original roofline must remain intact.

4.3.4 The boot floor can only be cut-out and removed to allow fitment of an aftermarket fuel cell.

4.3.5 Tubbing of the front guards is permitted.

4.3.6 Cutting and filling of rear inner guards is permitted to allow fitment of wide, low offset wheels.

4.3.7 Seam/stitch/spot welding of the chassis is permitted.

4.3.8 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 same

thickness and strength as factory. All gearbox tunnel modifications must be approved by event staff.

4.3.9 Convertible vehicles must be fitted with rollover protection bars.

4.3.10 AASA roll cages do not have a specific regulation; however, scrutineers will inspect roll cages to ensure safety. Weld-in cages must be of CAMS or FIA standard and bolt-in cages must be produced by a reputable manufacturer.

4.3.11 Factory doors, glass and side intrusion bars must remain intact on the vehicle unless an approved weld-in roll cage with side intrusion bars is installed. "Gutted" factory doors and lightweight doors are then permitted to be fitted.

4.3.12 Lexan windows are permitted to be used in cars with a weld in roll cage as per Rule 4.3.11, except for the front windscreen, which must be the factory glass. Lexan windows must be installed and secured correctly.

4.3.13 Vehicles with a full roll cage and gutted doors that have no glass or lexan replacements must utilise a window net to prevent body parts protruding from the vehicle in the event of an accident.

4.3.14 Custom bumper re-enforcement bars or "bash bars" are permitted but must remain inside the external bodywork.

4.3.15 Aero modifications are open, except for rule 4.3.16, as long as protruding bodywork is deemed to not be dangerous to other vehicles or event crew in the pit area.

4.3.16 End plates on rear mounted wings are not to exceed two hundred millimetres in length and are not to be fixed to the body work.

4.3.17 The fitment of flat floors is prohibited.

4.3.18 All vehicles are to start the weekend with a presentable appearance. Vehicles that have extensive panel damage before the event begins will not be permitted to enter the competition.

4.3.19 All vehicles are to have functioning headlights and taillights fitted in factory position at the start of the event.

4.3.20 All vehicles are to have factory option headlights and tail lights, or aftermarket lights that are based on the factory light. Trailer lights are not acceptable as brake lights and spotlights are not acceptable as headlights. Factory shaped light covers are acceptable provided there is space cut for a light beam to project through from a light mounted behind the covers (such as small LED light bars).

4.3.21 Vehicles participating in any competition aspect of a Drift Challenge Australia event must present a complete looking vehicle including the fitment of front and rear bars. Not wanting to damage aero is not an acceptable reason to not present a complete looking vehicle. Cooling is not an acceptable reason to remove the front bar or bonnet for competition. It is expected that vehicles have a sufficient cooling system to handle drifting in hot conditions.

4.3.22 All 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 factory.

4.3.23 Nose and/or tail swaps are acceptable, including headlights and tail lights (example; S13.5 conversions).

4.3.24 The use of lightweight materials (fibreglass, carbon fibre or composite) for panels and skins (doors, guards, roof) is permitted.

4.4 SUSPENSION AND STEERING

4.4.1 Cars must use an OEM suspension layout with an OEM sub-frame.

4.4.2 Installation of a sub-frame and suspension set-up from another mass produced vehicle is permitted but must be declared in writing on the vehicle entry form. It must then be approved by event staff. Some examples of approved suspension conversions are:

- S13 front suspension layout into the front of a Skyline
- S13 rear sub-frame and suspension into a KE70 Corolla
- R32 GT-R rear sub-frame into S13 Silvia

4.4.3 Sub-frames are not to be modified other than adding re-enforcement through the addition of braces, brackets and welds.

4.4.4 Fitment of 4-link rear suspension is permitted in cars using a live rear axle and must be approved by event staff.

4.4.5 Knuckles may be modified openly.

4.4.6 Replacement adjustable arms are open.

4.4.7 Replacement bushes are open.

4.4.8 Cars must use an OEM steering rack.

4.4.9 Steering rack may be moved forward

4.4.9 Strut tops may be raised to lower the overall height of the vehicle.

4.4.10 Suspension struts must be mounted within 120mm of the factory position.

4.4.11 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 DCA competition events.

4.5 BRAKES

4.5.1 Brake modifications are open.

4.5.2 Use of dual callipers is only permitted on the rear.

4.5.3 Brake lights must work.

4.6 WHEELS AND TYRES

4.6.1 Wheel size is open but not must protrude beyond the bodywork far enough to become dangerous to other competitors.

4.6.2 Tyres are restricted to a limited number of manufacturers approved by Drift Challenge Australia. The approval will be based upon retail cost versus grip. The tyre list is available on the DCA website or via email request. Drift Challenge Australia, 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 run tyres that are not on the approved list please contact Drift Challenge Australia at least one week prior to the event to suggest the tyres and await a decision from Drift Challenge Australia as to their suitability for use.

4.6.2.1 Coloured smoke tyres may only be used in practice sessions or qualifying, not in battles.

4.6.2.2 Semi-slick tyres may only be used on the front wheels for steering.

4.6.2.3 Front tyres must be commercially available and grooved, not a full racing slick.

4.6.3 Tyres must be commercially available in Australia.

4.6.4 The below tyre restrictions only apply to the rear tyres

4.6.4.1 Vehicles with a common manual variant weight under 1100kg and under are limited to a maximum tyre width of 195mm.

4.6.4.2 Vehicles with a common manual variant weight between 1100kg and 1350kg are limited to a maximum tyre width of 235mm.

4.6.4.3 Vehicles with a common manual variant weight between 1350kg and 1600kg are limited to a maximum tyre width of 245mm.

4.6.4.4 Vehicles with a common manual variant weight over 1700kg are limited to a maximum tyre width of 265mm.

4.6.5 Refer to the table below as an indication of chassis weight relative to tyre size for the rear tyres. If an entrant's vehicle is not listed the entrant is to contact Drift Challenge Australia to determine a suitable rear tyre size for their vehicle.

Weight guide	Model Examples	Maximum tyre width
<1100kg	Nissan S12 Gazelle Toyota KE70/AE71/AE86 Toyota RT/ST142	195mm
>1100-1350kg	Mazda RX7 FC/FD Nissan A31/C33/R31/R32 models Nissan S13-S15 Silvia Toyota MA61 Supra	235mm
>1350-1600kg	Ford EA-AU Falcon Holden VS-VZ Commodore Nissan R33/R34/C34/C35 models Toyota MA70/JZA80 Supra Toyota JZX81/JZX90/JZX100/JZX110	245mm
>1600kg	Ford BA-FG Falcon Holden VE Commodore	265mm

4.6.6 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.

4.6.7 Event staff reserve the right to determine the factory weight of a vehicle under contestation.

4.6.8 Re-treaded tyres are not permitted.

4.6.9 Removal of tread is not permitted.

4.6.10 Additives to a tyre is not permitted.

4.6.11 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

4.7 ENGINE

4.7.1 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.

4.7.2 Custom built race engines are not permitted.

4.7.3 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. Firewall modifications must be listed on the vehicle entry form and pre-approved by event staff.

4.7.3 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.

4.7.4 External waste gate "screamer" pipes are permitted. They can exit anywhere as long as it is deemed safe by event staff.

4.7.5 Only commercially available petroleum fuels are permitted, including ethanol blends such as E85.

- 4.7.6 Alcohol based fuels including pure ethanol, methanol and nitro methane are not permitted.
- 4.7.7 Nitrous oxide systems are permitted.
- 4.7.8 Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff.

4.8 DRIVETRAIN

- 4.8.1 All vehicles must use a manual transmission with foot operated clutch.
- 4.8.2 Aftermarket gear sets are permitted.
- 4.8.3 OEM gearbox upgrades are permitted.
- 4.8.4 Bell-housing modifications must be inspected and declared safe by event staff.
- 4.8.5 Aftermarket performance gearboxes must be approved by event staff.
- 4.8.6 Custom one-piece tall-shafts are permitted.
- 4.8.7 All non-OEM tail-shafts must be inspected and approved by event staff.
- 4.8.8 Differentials must be available as an OEM part from a major manufacturer.
- 4.8.9 Diff centre modifications are open.
- 4.8.10 Quick change differentials are not permitted.
- 4.8.11 Driveshaft modifications are open.

4.9 ROLL OVER PROTECTION

- 4.9.1 All open cars (i.e.: cars without a supporting structure between the top of the A Pillars and rear window) must be fitted with Roll over Protection.
- 4.9.2 Whilst not mandatory for closed cars, a Safety Cage Structure is highly desirable.

4.10 SEAT BELTS / HARNESSSES

- 4.10.1 Harnesses must be worn at all times whilst the vehicle is in motion both on and off the competition surface. A minimum of a 4 point harnesses is required for Open cars.
- 4.10.2 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.
- 4.10.3 Important note: Some safety harnesses and seat belts specified by AASA 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.
- 4.10.4 It should be noted that some belts and harnesses have "used by dates" that have been set by the manufacturer or certifying body. In order to be considered both safe and legal, these expiry dates MUST be observed.

4.11 REPLACEMENT CARS

- 4.11.1 If a competitor's car is damaged and unable to return to competition a replacement vehicle is permitted with the approval of Drift Challenge Australia. Any replacement cars must have cleared scrutineering and approved for use.

4.12 FUEL

- 4.12.1 The only fuels permitted in drifting competition are Commercial Fuels in accordance with Schedule G of the 2008 CAMS Manual of Motor Sport. The use of Leaded Fuel (Avgas) or additives other than those permitted in Schedule G is prohibited.

4.13 IN-CAR CAMERAS

- 4.13.1 Drift Challenge Australia owns a number of cameras. These cameras may be allocated at the discretion of Drift Challenge Australia, for installation in competition vehicles. All such cameras must be installed by Drift Challenge Australia staff.
- 4.13.2 If requested to do so, competitors are required to carry an in-car camera.

4.13.3 Competitors may carry their own in-car cameras with the approval of the Chief Scrutineer and written approval from Drift Challenge Australia. The Chief Scrutineer may require the competitor to demonstrate that the camera and accessories are mounted to withstand an acceleration of 25g.

4.13.4 Drift Challenge Australia will retain any and all commercial rights of footage, including its use for broadcasting and / or DVD production. Competitors are not permitted to use on-board footage in a product for commercial gain. Competitors must supply, when requested, a full copy of footage within 1 hour of the completion of the event.

4.13.5 If a competitor supplies in-car camera footage to Drift Challenge Australia, Drift Challenge Australia is under no obligation to pay the competitor for footage supplied or to return the media used (e.g. tapes)

4.13.6 Drift Challenge Australia is under no obligation to use the in-car footage supplied by a competitor.

4.14 DRIVER APPAREL

4.14.1 HEADGEAR

It is compulsory in all Drift Challenge Australia drifting competitions and events that drivers must wear a FIA or CAMS approved helmet. Drivers using an open face helmet must drive with all non-fixed windows in the up position or wear goggles with a non-glass lense.

It is mandatory in all races, speed and drifting events and in other events where helmets are required, that drivers wear helmets of a standard design, construction and fitting approved by CAMS. Helmets not marked as complying with the approved standard may be approved by CAMS under certain conditions.

Helmets bearing any of the following marks are approved for use in racing, speed and drifting events, special stage rallies and other events where helmets are required and the event is not entered on the FIA International Sporting Calendar:

Model	Standard
AS1698	Australian standard
Snell SA95, SA2000, SA2005	USA standard
SFI Spec 31.1, 31.2, 31.1A, 31.2A	USA standard
SFI Spec 24.1 - see Note (i)(d)	USA standard
E22 (with 03, 04 or 05 amendments)	European standard
BS 6658-85 Type A and A/FR (incl. amendments)	British standard
8860-2004	FIA standard

*NOTES:

(i)(b) No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed above, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.

(i)(d) SFI 24.1 helmets may be used only by Junior Licence holders as defined under the General Regulations, Section 2 of this Manual.

(ii) The FIA has advised that communication systems in helmets must have been tested with that model of helmet for standard assessment. Any subsequent additions or modifications to facilitate communication or breathing devices may invalidate helmet certification.

(iii) Decoration of helmets is potentially dangerous, and members are warned of the hazard of using paint on approved helmets. Paint, stickers and transfers, or surface treatments can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint or surface treatment specified by them (eg, air

drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection moulded shells, which are not usually suitable for painting. The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

(iv) Drivers are cautioned against using helmets, which have been damaged or involved in accidents.

4.14.2 GOGGLES

Goggles or visors must be worn by drivers of open cars if they do not wear a full face helmet with a lens fitted. Those with glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1981, BS4110Z or equivalent international standard.

Goggles must be configured so as to minimise the entry of dust into the eye from any angle, and be positively retained by an elastic strap behind the head or helmet. Conventional style glasses, sunglasses or safety glasses are not acceptable.

4.15 CLOTHING

4.15.1 In drifting events, apparel must be to the same standard as required for Speed Events as specified in Schedule D of the CAMS Manual or Competitor Handbook. Clothing for drivers must cover from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

4.15.2 No driver shall participate in any competition unless wearing suitable and appropriate closed footwear. Prohibited are, for example, thongs, sandals of any sort and high-heeled shoes.

4.15.3 Drivers shall continue to comply with these requirements until such time as they leave their automobiles.

4.16 FURTHER

4.16.1 An FIA 3-point harness or better is required for both driver and any passengers

4.16.2 All cars must have a fire extinguisher on board within reach of the driver and firmly secured

4.16.3 Cars must have a firmly secured dashboard

4.16.4 The car battery must be firmly held in place, and if inside the cabin or boot that contains a fuel system, must be covered by a battery box lid.

4.16.5 An externally visible triangle must be placed where the battery is located

4.16.6 Windscreen wipers must be operational

4.16.7 Brake, clutch and power steering reservoirs must have a liquid absorbing cover

4.16.8 Cars must have two bonnet restraints. In the case of an OEM bonnet, the factory secondary locking mechanism is sufficient.

CHAPTER 5 - MEDIA & COMMERCIAL REQUIREMENTS

5.1 PODIUM PRESENTATIONS

Only the Series sponsor(s) and Drift Challenge Australia approved personnel are permitted on the podium area.

5.1.1 When requested by Drift Challenge Australia, drivers are required to wear promotional products provided by Drift Challenge Australia for the duration of the ceremony.

5.2 PADDOCK / GARAGE SIGNAGE

DRIFT CHALLENGE AUSTRALIA

2016 Rules and Regulations



Each team must display promotional material provided by Drift Challenge Australia, in and around their paddock/garage area as specified by Drift Challenge Australia.

5.2.1 During an event, individual teams are responsible for all promotional material provided to them by Drift Challenge Australia, as a result individual teams will be held liable for the replacement of all lost or damaged material.

5.3 DRIVER RESPONSIBILITIES

5.3.1 Drivers must be available to take part in the following activities when requested;

- Prize giving ceremonies
- Media conferences
- Radio and television interviews
- Pre-event promotions, and
- Autograph sessions

5.2.2 Unless otherwise advised, drivers must wear either their race suit, done up at the neck, or their team uniform.

5.2.3 When requested by Drift Challenge Australia, drivers are required to wear promotional products provided by Drift Challenge Australia during these sessions.

5.4 VEHICLE SIGNAGE REQUIREMENTS

5.4.1 Windscreen Strips/ Banners

All competing vehicles must display the windscreen strips provided by Drift Challenge Australia within the upper most portions of the front and rear windscreens. Windscreen banners may not be modified in any way other than trimming to fit. No additional stickers or logos may be adhered to the windscreen banners supplied by Drift Challenge Australia. No additional windscreen signage will be allowed at the top of the windscreen (i.e. immediately above or below the windscreen banners supplied by Drift Challenge Australia). Additional windscreen signage may only be applied to the lower area of the windscreen with the approval of Drift Challenge Australia.

5.4.2 Competition Numbers

Vehicles in competition must have a number, as advised by the organiser, 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.

5.4.3 No additional numbers are to be displayed on the vehicle during competition without prior written permission from Drift Challenge Australia.

5.4.4 Drift Challenge Australia Door Sticker

All competing vehicles must display the door sticker if provided by Drift Challenge Australia. Door stickers may not be modified in any way. No additional stickers or logos may be adhered to the door sticker supplied by Drift Challenge Australia.

5.4.5 Additional Signage

All competition vehicles must display front and rear number plate stickers if supplied by Drift Challenge Australia, to be displayed in its original location.

5.5 GENERAL ADVERTISING / SIGNAGE

a) All signage on vehicles, driving suits, team uniforms, promotional material, etc must comply with the requirements depicted on the Vehicle ID Sheet.

b) Drift Challenge Australia and/or the Stewards of the Meeting reserve the right to censor and request the removal or alteration of any advertising deemed to be unsuitable.

c) All Series logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind remain the property of Drift Challenge Australia and/or its partners. Competitors and their team members, sponsors, agents and contractors must not use or permit the use of the above items without the prior written permission of Drift Challenge Australia.

d) Competitors and their team members, sponsors, agents and contractors authorise Drift Challenge Australia to use and license the use of images of drivers, vehicles and team

members and associated images, logos, statistics and other information in marketing and further promoting of the Category, the Series and future Series.

5.6 SIGNAGE PENALTIES

5.6.1 No repositioning or modification (including trimming) of the prescribed vehicle signage is allowed without Drift Challenge Australia's prior consent.

5.6.2 Any vehicle that fails to display the required signage as specified may be excluded from the competition.

5.6.3 Damage and/or removal of mandatory event signage and/or advertising shall be replaced and/or repaired at the competitors cost to original issued requirements.

CHAPTER 6 – COMPETITOR CONDUCT

6.1 DRIVER RESPONSIBILITIES

Competing vehicles may be driven on the track during any meeting only with the permission of the appropriate Official, and only by authorised and eligible Drivers. During all practice sessions, qualifying sessions and races, the following regulations MUST be complied with:

- i. Flag and/or light signals
- ii. Wearing of correct apparel - Driver and passengers
- iii. Personnel in Pit Lane
- iv. Recovery vehicle procedures
- v. Supplementary Regulations applicable to such sessions, as may be announced from time to time.
- vi. Any other Regulations which might apply to such sessions.

6.2 ILLICIT SUBSTANCES

6.2.1 The consumption of any prohibited substance by competitors within the pit, marshalling, paddock or garage area is prohibited at all times prior to the conclusion of the Meeting, and the consumption of any alcoholic beverage by any Driver/Rider or pit crew, prior to the end of their participation on any day, is forbidden. Failure to comply may result in the imposition

6.3.1 A competitor shall not exhibit the presence, within his/her body tissue, fluids or expired air, of any trace of a prohibited substance or any other substance that may affect a person's motor skills or judgment.

The list of prohibited substances includes but is not limited to:

- (a) Alcohol. A competitor must not have a blood alcohol reading above 0.
- (b) Narcotic analgesics including, but not limited to:
 - i. heroin;
 - ii. methadone;
 - iii. pentazocine
 - iv. morphine; and
 - v. pethidine.
- (c) Marijuana.
- (d) Stimulants including, but not limited to:
 - i. caffeine, with a concentration in the urine in excess of 12 micrograms/ml;
 - ii. amphetamines;
 - iii. cocaine;
 - iv. ephedrine;
 - v. salbutamol; and
 - vi. terbutaline.
- (e) The latter two are permitted by inhaler only, and only by written prescription of a medical practitioner.
- (f) Diuretics including, but not limited to:

- i. chlorthalidone;
- ii. frusemide;
- iii. hydrochlorothiazide;
- iv. spironolactone.
- (g) Anabolic steroids.

Appendix 1 – Safety Harnesses (Abbreviated)

1. GENERAL REQUIREMENTS

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, the requirements of the present Schedule and any such additional requirements as may be imposed by specific category, group and/or event supplementary regulations.

Each harness or belt must comply at least with one of the acceptable Standards as specified in Table 1 below.

2. APPLICATION

Safety harnesses and/or seat belts are required to be worn in all competition, save where otherwise specified for vehicles of the 5th Category. Safety Harnesses and/or seat belts must be fitted as specified in Table 2 below. Harnesses of a higher level than specified are permitted and encouraged.

Important note: Some safety harnesses and seat belts specified by CAMS 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.

3. MOUNTINGS

The safety harness or seat belt must be securely mounted on at least two points (Type D), three points (Types B and C) or 4 points (Type A). On cars derived from series production vehicles such mountings shall be positioned to provide compliance with the prescriptions shown in Drawings I-1 and I-2. 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) On series production cars, some or all of the original seat belt mounting points may be satisfactory. Where the original seat belts are affixed to the seat, such mounting points may be used only:

- (i) where the original unmodified mounting points on the seat are retained; and
- (ii) the vehicle is being used for non-FIA International events.

Where the original mounting points are not used, additional floor mounting points must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body.

(b) Full harness (Type A and B) rear mounting points must be to a substantial part of the vehicles structure, reinforced as for floor mounts above, or to the roll cage.

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

5. ACCIDENTS

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.

Table 1



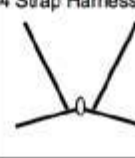

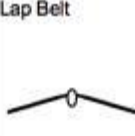
Type	Configuration	Acceptable Standards	Notes
A	6 Strap Harness 	FIA 8853/98 ^{Note 1} FIA 8853 - 1985 SFI 16.1 ^{Note 2}	¹ "Not valid after XXXX" shown on each strap. Harness not to be used after 31 December of the year stated (XXXX). This 5 year life is imposed by the FIA. ² Harness to be returned to original manufacturer for re-webbing within 2 years of the date of manufacture shown on SFI label. This requirement imposed by SFI Foundation (inc).
	5 Strap Harness 		
B	4 Strap Harness 	FIA 8854/98 ^{Note 1} FIA 8854 - 1991 SFI 16.1 ^{Note 2} AS 2596 ECE R16	
C	Lap Sash Belt 	AS 2596 ECE R16 AS E35	Seat belts as fitted to production cars as standard equipment and marked as complying with ADR 4/00 or 4/01 shall be deemed as complying with AS2596
D	Lap Belt 	AS 2596 ECE R16 AS E35	

Table 2

Event Type	Event Permit Level	Type	Notes
Speed and Drifting Events*	Club, Multi Club	C	
	State and Above	C	Bodily unmodified closed cars
		B	All other vehicles

* Except 5th Category. For vehicles of the 5th Category whilst competing in events exclusively for the 5th Category, safety harnesses shall be of a type and configuration as specified in the specific group technical regulations.