

## Preamble

The Drift Club of New Zealand Inc hereby declares that the following Articles to be those governing a Drift Series for drivers of D1NZ Drift Championship Series eligible cars.

**The Series is held under a MotorSport New Zealand Sanctioning Permit No: TBC**

The Series is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the organisers of each round of the Series.

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Technical Regulations - Schedule D1,
- The Event Supplementary Regulations issued by the inviting Clubs.

## 1. INTERPRETATION:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

**“The Series”** means the D1NZ National Drift Championship Series for cars complying with Schedule D1; and

**“The Club”** means the Drift Club of New Zealand Inc; and

**“Round Organiser”** or **“Inviting Club”** means the MotorSport NZ member Club organising a Meeting and/or Event which is a round of the Series; and

**“National Sporting Code”** or **“NSC”** means the National Sporting Code issued by MotorSport NZ from time to time; and

**“Battle”** means two(2) drivers completing two(2) passes in succession, with each driver having one(1) lead and one(1) chase pass.

**“Battle Tree”** means a schedule of elimination Battles in a Drift Meeting. Competitors are seeded with the top ranked driver drawn against the lowest ranked driver, the second highest ranked driver drawn against the second lowest ranked driver and so on. The number of seeds is based on the size of the field.

**“Pass”** means a single run through the drift zone, which is scored by the Judges.

**“Review Judge”** means the official responsible for reviewing the Judges result of a Battle upon an Inquiry submitted by a Competitor.

“**Round**” means each Meeting and / or Event, the results of which qualify for points in the Series.

“**Spotter**” means an optional observer nominated by the competitor to observe the competition and to convey information to the competitor from the Judges and Organisers. A Spotter may represent more than one(1) competitor.

## 2. **OBJECTIVES:**

To promote and foster New Zealand drift motorsport in a safe environment by presenting Competitors with a well-promoted series creating worthwhile individual sponsorship opportunities with an enjoyable and relaxed competition in the spirit of Drifting competition.

All persons connected with the administration of this Series and with the operation of vehicles competing in the Series are expected to abide by the spirit and intent of these Articles.

## 3. **ELIGIBILITY:**

- 3.1 All drivers shall hold an M Grade Competition Licence or higher and if the entrant is other than the driver, an Entrant’s Licence is required in the name of the entrant.

**Note:** *Under the provisions of the Tasman Visa Agreement between CAMS and MotorSport New Zealand Inc, Australian competitors holding both CAMS L2S or higher Competition Licences and Tasman Visas may enter the Series and be eligible for awards.*

- 3.1.1 All drivers shall be financial members of The Club or any MotorSport NZ affiliated Club.

- 3.2 Eligibility shall be for vehicles complying with the specifications set out in Schedule D1.

- 3.3 All Competitors shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

- 3.4 **Classes:** There are two(2) Classes as follows:

(1) **Pro-Class:** Eligibility shall be for any Competitor who has previously competed in top level drifting (being the highest level of domestic drifting), or who has competed previously in this Pro-Class, or who has finished in the top three(3) of the Pro-Sport Class in the previous season, or who has petitioned with the series organiser and been granted approval.

(2) **Pro-Sport:** Eligibility shall be for Competitors who do not meet the eligibility requirements of the Pro-Class.

- 3.4.1 Competitors may not change classes, excepting that the Series Coordinator, at their absolute discretion, may reclassify a competitor prior to their first round entered.

#### 4 SERIES PERSONNEL:

4.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

4.1.1 **Series Coordinator:** Brendon White  
**Mobile Phone No:** 021 274 5580  
**Email:** brendon@d1nz.com

Who shall have the authority of a Series Coordinator set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all administrative matters including receiving all Round entries; and
- (b) Record and publish all Series points schedules; and
- (c) Liaise with Inviting Clubs on all matters pertaining to these Articles; and
- (d) Act in the capacity of a Competitor Relations Officer (as detailed in NSC, Article 88) for the Series Competitors; and
- (e) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC; and
- (f) Ensure correct placement of decals on vehicles contesting the Series.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

4.1.2 **Series Scrutineer:** Brendan Duncker  
**Mobile Phone No:** 021 475 437  
**Email:** duncker@d1nz.com

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all technical matters pertaining to the Series; and
- (b) Affix official seals as and when deemed appropriate; and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations; and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle; and
- (e) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (f) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (g) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

**4.1.3 Assistant Series Scrutineer:** Adam Maulder  
**Mobile Phone No:** 021 255 9921  
**E-mail:** drift@dkmfabrication.co.nz

**4.1.3 Series Publicity Officer:** TBC  
**Mobile Phone No:**  
**Email:**

who is responsible for and authorised on the Club's behalf to manage all publicity of the Series and to act as host of the Series sponsors' guests at each Round. In entering the Series each driver and entrant agrees to comply with all reasonable requests of the Series Publicity Officer as to meeting all guests and wearing Series sponsors' apparel while doing so; all of whom may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

**4.2** All correspondence shall be addressed to the Series Coordinator, who is authorised by The Club to carry out all the necessary administrative duties for the Series. Correspondence is to be addressed to:

NZXMS Ltd / D1NZ  
PO Box 316083  
Wairau Valley Post Centre  
Auckland 0760

## **5 SERIES STRUCTURE:**

**5.1** The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	11-13 January 2019	BayPark	Drift Club of NZ
2	TBA	TBA	Drift Club of NZ
3	TBA	TBA	Drift Club of NZ
4	TBA	TBA	Drift Club of NZ
5	TBA	TBA	Drift Club of NZ

The Organiser reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

**5.2** To be eligible to compete at the final Round, competitors must have competed in at least two(2) previous Rounds of the current season.

**Explanatory note:** *A competitor must compete in at least two(2) of Rounds 1 - 4 to be eligible for the final.*

## 6 ROUND FORMAT

- 6.1 Practice (Testing):** Sessions will be available to all Drivers at each Round. A schedule of test sessions shall be emailed to all competitors prior to the meeting and advised at the Drivers Briefing.

**Note:** *Passengers are not permitted in any battle test session, qualifying or competition run.*

- 6.2 Class Qualifying:** For each Class the Qualifying order shall be determined by reverse championship order. Each driver shall have two (2) single qualifying passes. At the conclusion of the qualifying passes the top 32 scoring drivers will qualify to contest the Finals Elimination battles, the remainder are eliminated from the competition.

In the event of less than 32 qualifying drivers being able to compete in Top32 battles, the top qualifying drivers (in descending order from 1<sup>st</sup> qualifier) shall receive a bye in the Top32 Battle.

**Explanatory note:** *With a field of 28 qualifiers in the Class, the top four(4) would receive a bye.*

- 6.3 Finals Elimination Battles:** For each Class, elimination battles shall be based upon a 'Battle Tree' format as follows:

- (1) Top 32:** The top 32 qualifiers shall contest for a place in the Top 16 final elimination battles. The Top 32 Final battles shall be seeded based on the drivers qualifying position, with the highest ranked driver (position 1) versus the lowest ranked driver (position 32). Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of each elimination battle shall be the driver judged successful from both Passes, or any re-run battle and shall advance to the Top16 finals battle. The remainder are eliminated from competition.
- (2) Top 16:** The top 16 battle winners shall contest for a place in the Top 8 final elimination battles. The Top 16 Final battles shall be seeded based on the drivers qualifying position, with the highest ranked driver (position 1) versus the lowest ranked driver (position 16). Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of each elimination battle shall be the driver judged successful from both Passes, or any re-run battle and shall advance to the Top 8 finals battle. The remainder are eliminated from competition.
- (3) Top 8:** The top 8 battle winners shall contest for a place in the Top 4 final elimination battles. The Top 8 final battles shall be seeded based on the drivers qualifying position, with the highest ranked driver (position 1) versus the lowest ranked driver (position 8). Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of each elimination battle shall be the driver judged successful from both Passes, or any re-run battle and shall advance to the Top 4 finals battle. The remainder are eliminated from competition.

- (3) **Top 4:** The top 4 battle winners shall contest for a place in the Round Final Battle. The Top 4 final battles shall be seeded based on the drivers qualifying position, with the highest ranked driver (position 1) versus the lowest ranked driver (position 16). Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of each elimination battle shall be the driver judged successful from both Passes, or any re-run battle and shall advance to the Round Final Battle. The unsuccessful driver of each elimination battle shall contest the 3<sup>rd</sup>/4<sup>th</sup> Battle.
- (4) **3<sup>rd</sup>/4<sup>th</sup> Battle:** The Top 4 unsuccessful drivers shall contest for 3<sup>rd</sup> and 4<sup>th</sup> place in the Round. Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of the elimination battle shall be the driver judged successful from both Passes, or any re-run battle, and will be awarded 3<sup>rd</sup> place for the Round. The unsuccessful driver will be awarded 4<sup>th</sup> place for the Round.
- (5) **Round Final Battle:** The Top 4 winning drivers shall contest for 1<sup>st</sup> and 2<sup>nd</sup> place in the Round. Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the highest ranked driver leading on the first pass and the lower ranked driver leading on the second pass. The winner of the elimination battle shall be the driver judged successful from both Passes, or any re-run battle, and will be awarded 1<sup>st</sup> place for the Round. The unsuccessful driver will be awarded 2<sup>nd</sup> place for the Round.

#### 6.4 Battle Procedures:

- (1) **Starting and flag procedure:** Flags will be used in compliance with Schedule DR. Additionally, start lights will be used for all Battles and may be used for practice and qualifying when a full circuit is not used.
- (2) **Commencement of Battle:** The second competitor will have a maximum of one(1) minute to be positioned on the start line for the commencement of the battle, taken from the nominated starting time, or the time the first competitor arrives at the starting line, whichever comes later. Competitors not positioned on the start line and ready to start, at that latest time shall forfeit the battle.
- (3) **Scoring:** For each Battle, Judges must publish their result as soon as practicable, however there must be a minimum of ten(10) minutes from the time of the result being published to the commencement of the next Battle involving either of the two(2) competitors of that result.
- (4) **Five(5) Minute Timeout:** A competitor is permitted one(1) Five(5) Minute Timeout at each Round of the Competition. The competitor may at any time during Battle competition as detailed at Article 6.3, request to the Clerk of the Course, or their nominated assistant, to use their Five(5) Minute Timeout. The five(5) Minutes Timeout will commence at the moment the competitor's vehicle is placed in their allocated pit or area, or the competitor's team commences work on the vehicle, whichever is the sooner.

- 6.5 **Spotters:** Spotters, where nominated, are permitted to occupy the Spotter area. Spotters will be issued an identification lanyard.

**6.6** At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserve the right to shorten and/or cancel any practice/Qualifying Sessions and/or drift sessions in the case of Force Majeure.

## **7 SERIES ENTRY:**

**7.1** Entry to the Series and all Rounds shall be by invitation only. Competitors wishing to enter must complete an Application to enter, which may be obtained from the Series Coordinator.

**7.2** Entry into the Series shall be made on the Series Entry Form and submitted to the Series Coordinator for acceptance. By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code and thereby become eligible for the awards and other benefits available under these Articles.

**7.2.1 Series Entry Fee:** The series entry fee will be dependent on the class entered.

The fee for D1 Pro is \$5,000.00 incl GST. The fee for Pro-Sport is \$4,000.00 incl GST.

**7.2.2 Refunds:** A 50% refund of the Series entry fee will be granted to Entrants withdrawing from the Series prior to the first Round entered. The series entry fee is non-refundable from the date of the first Round entered.

**7.3 Round Entry:** Entry to each Round of the Series (which is separate to the Series Entry) shall be made to the Event Organiser of the Round, on their official entry form and by their specified closing dates. The maximum number of entries for each Class at any Round shall be forty(40).

**7.4** The Series Coordinator may consider the acceptance of late entries provided that the entry is lodged in full conformity with entry requirements and is accompanied by an additional late entry fee of \$150.00 per Round (inclusive of GST).

## **7.5 CONDITION OF ENTRY:**

**7.5.1** The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented, and shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under Schedule D1.

**7.5.2** The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as detailed within these Articles.

**7.6** The Series Organiser reserves the right to accept or decline entries into the Series as per the National Sporting Code.

**7.7 Drivers Briefing:** It is compulsory for all Drivers to attend the Driver's Briefing at each Round entered.

## 8 POINTS:

**8.1 Qualifying Pass Points:** Each competitor will be scored by the Judges for each Pass. A maximum of 100 points will be allocated by the Judges to a competitor for each Pass in accordance with the following. The highest Qualifier shall be the driver with the highest aggregate score from all Judges.

- Line: 35/100
- Angle: 35/100
- Style: 30/100

**8.2 Judges:** There will be a minimum of three(3) Judges at each Round. The Judges shall be detailed in the Supplementary Regulations for each Round.

**8.3 Series Points:** will be recorded and published by the Series Coordinator and will be allocated to drivers based on their Qualifying and overall finishing positions in each Class, at each Round of the Series.

**8.4 Series Points:** will be allocated to drivers in each Class at each Round as follows:

Qualifying Position	Points	Overall Position	Points
1	7	1	100
2	6	2	80
3	5	3	68
4	4	4	60
5 – 8	4	5 – 8	48
9 -16	3	9 -16	32
17 – 32	2	17 – 32	16

DNQ 1  
DNE 0

## 9 AWARDS:

**9.1** The Class Champions will be the drivers in their respective Classes who accrue the highest aggregate of points throughout all Rounds that constitute the Series.

**9.3** The following awards will be made according to the results of the Series as follows:

**(1) Pro-Class:**

- Pro-Class Champion
- 2<sup>nd</sup> in Pro-Class
- 3<sup>rd</sup> in Pro-Class

**(2) Pro-Sport Class:**

- Pro-Sport Class Champion
- 2<sup>nd</sup> in Pro-Sport
- 3<sup>rd</sup> in Pro-Sport

**9.4 Prizes:** Any prizes awarded for Series registered competitors shall be determined by The Club.



**9.5 Ties:** In the event that two(2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined as described in NSC Appendix Four, Schedule Z Article 15.6. A similar process will be followed to determine Class winners.

## **10 PENALTIES, PROTESTS and APPEALS**

**10.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties and Appendix One Schedule P.

**10.2** Excluding Judging Inquiries in accordance with Article 10.5 below, any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).

**10.3** Competitors/Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.

**10.4** Competitors/Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

### **10.5 Judging Inquiries:**

**(1)** A Competitor may submit an Inquiry into any result made by the Judges in accordance with Article 6.4(3). Such Inquiry shall be made on the correct form, accompanied by the Inquiry fee of \$200.00, and be submitted to the CRO or Review Judge prior to the Competitor starting the next level of Battle, or within ten(10 minutes of elimination.

The subject of the Inquiry must be limited to a manifest error or omission of the result, based on the evidence that was available to the Judges at the time of the initial result. It is not permissible to Inquire into the composition of the Judge's score.

**(2)** An Inquiry submitted by a competitor shall be reviewed by the Review Judge. The Review Judge shall determine:

**(a)** If there is a case to answer the Inquiry shall be referred back to the Judges for reconsideration. Competition shall be halted while the Judges deliberate on the Inquiry. The Judges shall publish the reviewed decision as soon as practicable.

**(b)** If there is no case to answer the Inquiry shall be dismissed and the Inquiry fee forfeited.

**(3)** The Judges reviewed decision may be the subject of protest in accordance with Article 10.3 above.

**(4)** The Inquiry fee shall only be returned if the Inquiry is successful.

**10.6** All competitors and their teams are expected to uphold a high standard of behaviour at all times whilst in attendance at a Meeting and/or Event. Any actions that may, in the opinion of the Series Officials, reflect badly on the Series, the Club, or the Series sponsors may result in penalties being applied under the National Sporting Code and may include possible exclusion from the Series. Such actions include, but are not limited to;

- Abuse of officials
- Contact between competitor's vehicles outside of the judged section
- Dangerous or careless driving causing or likely to cause a collision
- Breaching pit lane regulations, including burnouts or speeding in pit lane
- Behaving in a manner deemed unsportsmanlike

**Note:** *Ignorance of the rules will not be an acceptable reason for non-compliance.*

## 11 PARC FERME

**11.1** At the discretion of and as directed by the Series Scrutineer, at the conclusion of Qualifying sessions and/or Battles all competing vehicles must be driven directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified on the official notice board of the meeting.

**Note:** *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.*

**11.2** The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.

## 12 DECALS

**12.1** All competing vehicles shall reserve the spaces for the Series sponsors' decals at all Rounds and carry competition numbers and Driver's name in the locations and to the dimensions set out in Appendix 1 to these Articles. Any conflict with the display and positioning of signage / decals shall be resolved at the sole discretion of the Series Coordinator.

**12.2** The Series Coordinator will allocate competition numbers to all Competitors/Entrants of the Series. Last season's Competitors may request their same number again; excepting that the actual numbers will be issued on a '1<sup>st</sup> come' basis, and excluding numbers '1' '2' and '3' which will be allocated (in that order) to the previous season's Series 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall placed.

**12.2.1** Competition numbers are to be allocated and supplied by the Series Coordinator in accordance with Article 12.2. One(1) set of decals will be supplied free, replacements thereafter at current cost.

### 12.3

- (1)** All advertising on competing vehicles must comply with National Sporting Code Articles 56 and 57.
- (2)** Decals and/or advertising may not be placed in any location on the competition vehicle that obstructs the Drivers view to the front or to the rear.
- (3)** Any decals and/or advertising on the competition vehicle must not be offensive to the general public.
- (4)** All decals and/or advertising must be printed or painted to a professional standard.

**12.4 Pit Signage:** Competitor name signs will be provided and shall be placed above the entrance to the competitor's pit area. Failure to display the Pit Name Panel will incur a penalty. One(1) sign will be supplied free, replacements thereafter at current cost.

**12.5 Clothing:** All drivers shall wear:

- (1) Series logo embroidered patches on race suits in accordance with the diagram below.

**Note:** Patches and/or Digital files should be obtained from the Series Coordinator. Patches are only to be sewn through the top layer of the overalls.

- (2) Series sponsors patches as required (to be supplied by the sponsor). The position of the patches will be advised at the time of issue.

### 13 TELEVISION AND IN-CAR CAMERAS

**13.1** Competitors may install an in-car camera for use during the Series. At any time during an Event, camera data is to be made available to the Series Coordinator or their appointed official, or an appointed meeting official on request.

**13.1.1** All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.

**13.2 Series In-Car Cameras:** Any car shall, if required by the Series Coordinator, carry a Series supplied camera. This camera may be installed on cars to provide;

- (a) The nominated video production company with high quality images; and
- (b) Competitors with greater detail of their cars performance when studying data recorded; and
- (c) Series officials with relevant video footage to assist in judicial investigations.

**13.2.1** It is the Competitors responsibility to ensure the Series In-car camera where fitted is switched on and recording at all times during Practice (Testing), Qualifying and Battles. For cameras not recording a penalty will apply.

### 14 DRIVER APPAREL

**14.1** All Competitors shall wear the following driver safety apparel / equipment when participating within the Series;

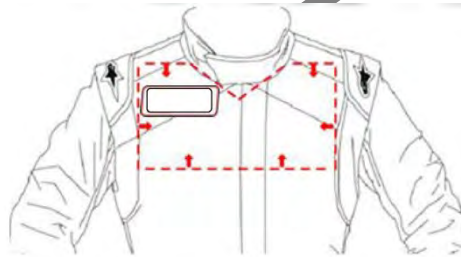
- (1) **Protective Helmet** in compliance with Appendix Two, Schedule A, and  
**Note:** A **FHR** (Frontal Head Restraint) in compliance with FIA Standard 8858-2002 or 8858-2010 is strongly recommended. Drivers must be aware of added requirements if using FHR.
- (2) **Protective clothing**, in compliance with MSNZ Schedule A, Article 4.3 and
- (3) **Gloves** in compliance with Appendix Two, Schedule A, and
- (4) **Footwear** in compliance with Appendix Two, Schedule A, and

**15 PASSENGERS**

- 15.1** Passengers are not permitted to be carried in any battle test session(s), Qualifying or any competitive Pass(es).
- 15.2** The carriage of passengers must comply with the requirements of Appendix Five, Schedule C, Article 6.
- 15.2** All passengers must wear safety apparel in compliance with Schedule A.

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# APPENDIX 1



Location	Size	Comment
Windscreen banner	100mm x windscreen width	Series Name
Windscreen	150 x 75mm (per numeral)	Competition number. Positioned directly below windscreen banner on opposite side to driver
Front doors (both sides)	600 x 100mm	Series Door decal including driver name.
Rear of car ('number plate' area)		Series decal
Driver breast patches		Contact Series Organiser to obtain a digital file or patch.