



STANDARD SUPPLEMENTARY REGULATIONS

DRIFT SOUTH ROUND 3 2019/20

21 DECEMBER 2019

1. JURISDICTION

This event is a Clubsport Basic and Advanced Event, promoted by the Canterbury Car Club at Mike Pero Motorsport Park, Ruapuna.

The Meeting will be held under these Supplementary Regulations, the MotorSport NZ National Sporting Code and its Appendices and Schedules particularly Appendix Five, Schedule DR being the Standing Regulations for all Drifting Events and Appendix Two, Schedule A – Driver and Vehicle Safety Requirements.

The MotorSport NZ Permit Numbers are 190557 & 190558

2. MAJOR OFFICIALS

2.1

Clerk of the Course	Cara Hall
Series Coordinator	Chris Protheroe
MotorSport NZ Steward	TBC
Chief Scrutineer	Geoff Watson

2.2

The address and contact phone numbers for all matters pertaining to the event are:

The Canterbury Car Club Inc
P. O. Box 16610
Hornby
Christchurch
Ph 03 349 6003 (office hours)

Email: info@driftsouth.co.nz

3. EVENT DESCRIPTION:

The event will be run as 2 separate classes:

Pro Drift – Clubsport Advanced event consisting of practice and drift battle competitions.

Development Series – Clubsport Basic consisting of practice sessions and 1 session of scored laps.

Further definition can be found in the following sections.

4. ENTRIES:

4.1

Entries should be made through the MotorSport Online system (<https://online.motorsport.org.nz>). Any entry will not be deemed valid until payment is received.

Alternatively, the organisers may choose to accept entries submitted manually in 'hard copy' form. All such entries must be made on the correct form, must be complete in all detail, and accompanied by the appropriate fees.

Organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the National Sporting Code.

4.2 Opening and Closing Dates:

Entries open with the publication of these regulations and close on Friday 20th December at 12:00pm. Entries received after the normal closing date may be accepted only at the organisers discretion and the late fee will apply.

4.3 Entry Fees:

The Entry fee for this event is \$140 for Pro Drift, or \$120 for the Development Series including GST per competitor.

The late entry fee for this event is an additional \$30, including GST per competitor

Entry is payable to: The Canterbury Car Club. Account number 02 0865 0020016 025

4.4 Number of Starters: The maximum number of starters will be 32 for Pro Drift and 12 for the Development Series. Any additional entries received may be accepted at the organisers discretion or will be placed on the reserve list in order of receipt.

5. COMPETITOR REQUIREMENTS and UNDERSTANDING:

5.1 Licence Requirements:

All drivers in the Pro Drift class must hold as a minimum an M Grade Competition Licence and current membership with a member club.

All drivers must hold a current club membership of a Motorsport NZ Member club, except for new entrants to motorsport, who may compete in two Development Series Events before being required to join a club.

5.2 Competitor Understanding:

In submitting the entry competitors (Entrant and Drivers) are deemed to fully understand the MotorSport NZ National Sporting Code and its relevant Appendices and Schedules. In particular:

- The National Sporting Code Articles pertaining to protests and competitors obligations, and
- Appendix Five, Schedule DR.

5.3 All competitors shall wear safety apparel in compliance with Appendix Two, Schedule A.

6. ELIGIBLE VEHICLES

6.1 Compliance: All vehicles shall comply with Appendix Five Schedule DR and Appendix Two Schedule A of the current MotorSport Manual unless stated otherwise in these supplementary regulations.

6.2 Additional Vehicle Requirements:

-Front and rear bumpers must be attached to the vehicle at all times, unless damaged during competition to a stage where they can not be safely reattached.

-Series windscreen banners must be affixed to all cars for the entire event

- Race number. Every vehicle must have a unique competition number clearly shown on both sides of the vehicle

6.3 Tyre restrictions:

Maximum width of rear tyres (as marked by manufacturer on tyre sidewall): 265mm.

Semi slick compound tyres (including Goodride RS, Achilles 123, Zestino 07RS and similar) are permitted as front tyres only.

7. DOCUMENTATION & SCRUTINEERING AUDIT INSPECTION

7.1 Documentation: Will take place in the race secretary office (pit garage end of the control tower complex) commencing at 9:30am and concluding at 10:30am

7.2 **Scrutineering Audit Inspection:** Will take place at the CCC scrutineering garages, on Saturday 21st December commencing at 9:30. All competitors should check with the scrutineers about whether their car requires an audit.

7.3 **Drivers' Briefing:** This will be held at the base of the control tower commencing at 11:30am. Attendance by all drivers is compulsory – a roll call will be taken and failure to attend will result in a penalty.

8. POSTPONEMENT CANCELLATION ABANDONMENT & ORGANISERS' RIGHTS:

8.1 Pursuant to national Sporting Code Article 13, the organisers advise that if less than 20 entries are received by the entry closing date the meeting may be postponed or cancelled.

9. OFFICIAL BULLETINS

9.1 Official Bulletins may be issued in accordance with the provisions of the National Sporting Code and will be posted on the official noticeboard outside the Race Secretary office

10. GENERAL INFORMATION

10.1 **Passengers:** May only be carried in practice sessions or end of day "expression sessions", and in accordance with Appendix Five, Schedule C Article 6.2. Passengers must wear wrist band supplied to them on the completion of the declaration form. No battling when carrying passengers.

10.2 Alcohol is not permitted to be consumed by any competitor or their crew at the event before or during the day's competition. Smoking is not allowed in the pit area.

10.3 Noise Levels:

Cars may not exceed the **maximum authorised noise level of 95 dB (A)** (measured at 30m from the track edge) at any time during the event, **this will be strictly enforced**. Vehicles exceeding this will be given one warning and will be excluded from the event at the discretion of the Clerk of Course if the limit is exceeded again. There is no right of protest in relation to noise levels.

10.4 Competitor Behaviour

- **No drifting under any circumstances outside the marked drift zone.**

10.5 Expression Session/Battles

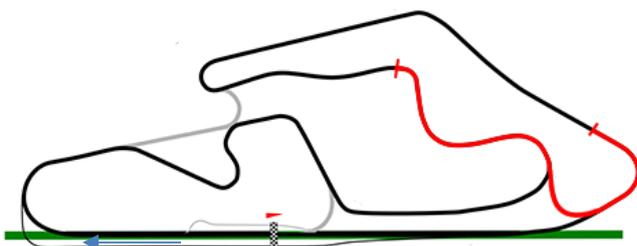
Once the prize giving has been held, if time allows, there may be additional track time available to all competitors. Cars will either be let off individually (with appropriate gaps) or in battle pairs (for Pro Class competitors).

Passengers may be taken in approved cars in single car passes only (no battles with passengers).

All rules still apply as stated in these regulations.

10.6 Track Configuration

B Track



11. DRIFT SOUTH PRO DRIFT CLASS

Practice

One session is allowed for Pro Drift practice, time allowed as per schedule with possible extension if required at the Clerk of Course's discretion. During this time the track will be open to all cars to do as many laps as they choose with a suitable number of cars on track at once.

Ranking Battles

Each driver will have three (may be reduced to two in the case that time is limited) randomly drawn drift battles (lead driver also randomly drawn). If there are an uneven number of entrants, or byes due to mechanical issues, one driver will be left with no partner to drive against, another driver will be randomly chosen to act as the second driver of that pair, this driver will not receive scores their role is to drift as though they are qualifying to allow the odd numbered driver to have a partner for scoring consistency.

Judging will be scored by the three judges out of 100 individually on each driver's speed, angle and style, plus will also have additional scoring for a driver who performs well in relation to the other car, particularly following close without reducing angle and mimicking the lead driver's line. In the instance that one car makes a mistake or spins, complete your lap if can be done so safely, and the judges will score accordingly to give a fair score to all drivers.

Further criteria will be described by the judges at drivers briefing.

The drivers will be ranked based on their best one lead lap and best one chase lap. Ties will be broken by ranking the remaining best single laps of drivers. If the tie cannot be broken the effected drivers will drive further judged laps as required.

Elimination Battles

Drivers are sorted in order from highest to lowest following the Ranking Battles, **all entrants** who qualified (by completing a minimum of one lead and one chase lap in qualifying) will be paired up in a top 32 elimination tree style format.

During each pass 10 points will be divided between the two drivers based on their performance. i.e a perfect lead and an equally as good chase will result in a 5-5 score. The driver with the highest total points after the two runs wins the battle.

The winning driver moves on, losers are eliminated (other than 3rd vs 4th).

Large deductions for leaving the track or crossing the white lines defining the track edges.

- In the case of a tie after a pair of Elimination Battles a re-run will be called. The scores are reset and the battle is run again. After 2 re-runs a winner must be found on the 3rd pair of battles
- Both competitor vehicles must be side by side stationary at the official start point of their battle.
- The chase car driver has the right to abort the battle, but only if the lead car accelerates unfairly after the start point. (Unfair acceleration will be determined by the Clerk of the Course or an assistant, who shall have powers of Judge of Fact in this matter). Bad takeoffs by the chase driver are not a reason to abort.
- If there is contact between the two vehicles, unless the lead car is seen to have made a mistake or slowed unnecessarily, the chase car will be at fault provided only if the impact is enough to knock the lead car off line. If major contact occurs where the chase car is at fault, a win will be awarded to the lead car.
- Passing shall only occur if the lead car has made a major mistake, the chase car shall always try to follow the lead wherever possible.
- If a vehicle is unable to battle due to mechanical issues, the driver has 5 mins to complete the repair, from the moment their battle was due to run otherwise they forfeit their battle. (5mins from arriving in the pit space to back on the ground with repairs fully completed, drivers safety gear can be put on after this time) This 5 minute call may be done only once per driver per event and can be between a pair of battle runs if needed. This includes the middle of a ranking/elimination battle.

A driver may request a 5 minute repair time, before needing to use their own 5 minute call, if damage caused by their opponent in the first pass of a battle deems repairs necessary.

- If a battle is delayed due to a competitor calling for a 5 minute repair, their opponent must not work on their car, without taking their own 5 minute call.
- Tyres can not be changed mid battle, for any reason. Wheel changes mid battle mean an instant loss.
- Judges decision is final

12. DRIFT SOUTH DEVELOPMENT SERIES CLASS

Cars will be released with appropriate gaps to ensure cars are kept separate on track wherever possible.

Practice - There will be a minimum of two practice sessions of approximately 20-30 mins depending on car numbers.

Scored laps – After practice all drivers will compete in judged laps. Each driver will be scored for 3 laps, with their best single lap counting towards the overall results. Further laps may be allowed depending on time, these laps will not be scored.

Judging – The Development Series will be judged by the one (or more) judge, out of a maximum 100 points per lap on the same criteria as described by the judges at drivers briefing.

Spins will not result in a zero score, just a reduction in points.

13. SEASON CHAMPIONSHIP POINTS:

Each round for both classes individually gain you points for the overall season title.

Drift South Pro Drift Points System:

1st=100 points, 2nd=87, 3rd=77, 4th=67, 5th-8th=50, 9th-16th=30, 17th-32nd=15 5 points allocated to all who start the day but retire during practice.

Bonus points for qualifying (from ranking battles): 1st=8 points, 2nd-5th=5, 6th-10th=2.

In the case of 2 or more drivers finishing the season in a tie for any of the top 3 positions, the first countback method will be the driver who won the higher number of events during the season, if still tied there will be a drift battle or battles to decide a winner.

Drift South Development Series Points System:

1st=30, 2nd=26, 3rd=23, 4th=20, 5th=18, 6th=16, 7th=14, 8th=13, 9th=12, 10th=11, 11th=10, 12th=9.

In the case of 2 or more drivers finishing the season in a tie for any of the top 3 positions, the first countback method will be the driver who won the higher number of events during the season, if still tied there will be a further judged laps to decide a winner.

14. CONTACT

Drift South Coordinator – Chris Protheroe

Ph 03 349 6003 (8:30 – 5:00 weekdays)

chris@canterburycarclub.co.nz