

ARTICLES GOVERNING THE 2024 D1NZ National Drifting Series

Preamble

MotorSport New Zealand Inc. hereby declares the following articles to be those governing competition for drivers in the MotorSport NZ D1NZ National Drifting Series.

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule DR being the Standing Regulations applicable to all Drift Events.
- The Technical Regulations – 2023-24 Schedule D1
- The Event Supplementary Regulations.

The Series is held under a MotorSport NZ Sanctioning Permit No: 239031

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport NZ may issue amendments to these Series Articles or Technical Schedule where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Series Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

1. INTERPRETATIONS:

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

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

“**Battle Tree**” means a schedule of elimination Battles in a Drift Meeting. Competitors are seeded as outlined in ‘Round Format’. The number of seeds is based on the size of the field; and

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

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

“**DNQ**” means Did Not Qualify; and

“**DNE**” means Did Not Enter, by not attending the event; and

“**OMT**” means One More Time, meaning the battle needs to be re-run; and

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

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

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

“**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. ELIGIBILITY:

2.1 DRIVER ELIGIBILITY:

2.1.1 All drivers shall hold a 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 Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian Competitors holding both Motorsport Australia Speed Licences and Trans-Tasman Visas may enter any Round of the Series and be eligible for awards.*

2.1.2 Foreign participants may compete in the Series in accordance with Appendix One, Schedule L, Article 6.1.

2.1.3 All drivers and entrants must be financial members of an affiliated MotorSport NZ Club, with the exception of those competing on a Trans-Tasman Visa, or Foreign Participation Visa.

2.2 VEHICLE ELIGIBILITY:

2.2.1 Eligibility shall be for drift cars complying with the specifications set out in Schedule D1.

2.2.2 All entrants and drivers shall agree to submit their vehicle for eligibility scrutineering when required by the Series Scrutineer and/or MotorSport NZ Technical Officers and for compliance to Schedule D1, Appendix Two, Schedule A and Appendix Five, Schedule DR of the National Sporting Code.

2.2.3 Vehicle Decals: Competitors will be provided with Series and Sponsor decals which must be displayed in the prescribed positions in accordance with Appendix One to these articles.

- (1) Any competitor who fails to properly display legible decals or replace spoiled or damaged decals will be prevented from entering the track for meeting rides, practice, qualifying or racing and may be excluded from further participation in the Series plus a penalty may be issued.
- (2) All competitor advertising (i.e. names, trademarks or logos) and shall be displayed on the car in a professional manner.

2.2.4 Permanent Competition Numbers:

- (1) Competitors are reminded to contact the Series Co-ordinator to reserve a competition number for the season.
- (2) All Competitors must apply for a Competition number each season and cannot assume that the previous season's number is automatically retained.
- (3) Competition numbers "1", "2" and "3" are reserved for the three highest scoring drivers from the previous season.

2.2.5 Use of Multiple Cars:

The use of multiple cars is permitted during practice sessions, however;

- (1) Any car on the circuit must have been entered in the event and logbook entered, and safety audited if due.
- (2) The use of a secondary or borrowed car must be advised to the Clerk of the Course (Drift) at a minimum of 30 minutes prior to the Qualifying session of that class.
- (3) Once a driver is lined up at the qualifying start line for their first pass a driver cannot change cars.

2.2.6 Cars must be in conformity with Schedule D1 and decal placements during all Practice, Qualifying and Battles.

2.3 CLASSES:

2.3.1 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.

2.3.2 Pro-Sport:

Eligibility shall be for Competitors who do not meet the eligibility requirements of the Pro-Class.

- 2.4 Competitors may not change classes, except that the Series Coordinator, at their absolute discretion, may reclassify a competitor prior to their first round entered.
- 2.5 Pro-Sport competitors that have placed in the Top 8 for two consecutive seasons are eligible to move to Pro Class.

3. SERIES PERSONNEL:

3.1 At each Round the following personnel shall have responsibilities and authorities set out below.

3.1.1 The appointed series personnel may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of Bulletin posted on the Official Notice Board at each Round.

3.1.2 **Clerk of the Course (Drift):** Justin Lewis
Mobile Phone No: 027 300 6242
E-mail: justin@nzmg.info

Who is responsible for and authorised on the Club's behalf to:

- (a) Ensuring compliance with MotorSport NZ National Sporting Code and its addendums, this Schedule.
- (b) Undertaking duties and authorities outlined in NSC 79.
- (c) Conducting Driver briefing sessions.
- (d) Liaising with the Approved Promoter regarding promotional activities.

3.1.3 **Series Coordinator:** Jo Maulder
Mobile Phone No: 021 142 7174
E-mail: jo@nzmg.info

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) Organise the Series, and
- (b) Liaise with Inviting Clubs and MotorSport NZ on matters pertaining to the Series, and
- (c) Ensure supply and correct placement of competition number sets and correct placement of decals on competing vehicles, and
- (d) Ensure Event award winners attend presentations, and
- (e) Liaise with event Officials on any sporting aspect for the Series.

3.1.4 Series Scrutineer: Adam Maulder
Mobile Phone No: 021 255 9921
E-mail: admin@dkmfabrication.co.nz

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) Establish the D1NZ technical eligibility audit programme at the Event, and
- (b) Undertake Safety Audits including management of vehicle logbooks, tyre allocation and marking; and
- (d) Undertake technical eligibility checking; and
- (e) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and
- (g) Liaise with event Officials and the Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (h) Report to the Clerk of the Course (Drift) at the Event with their proposed technical checking program and subsequent results prior to the final Stewards meeting.

3.1.5 D1NZ Judges: There shall be a minimum of three(3) D1NZ Judges which shall be listed in the Event Supplementary Regulations.

They are responsible for and authorised on the Club's behalf to determine scores and points assigned to individual or team competitors, in accordance with the competition criteria outlined in these Articles and criteria provided before each Event

3.1.6 Review Judge: shall be listed in the Event Supplementary Regulations and is responsible for and authorised on the Club's behalf to:

- (a) Run the Judges Replay System; and
- (b) Review Competitor inquiries; and.
- (c) Advise the D1NZ Judges and Clerk of the Course (Drift) on any outcomes of such inquiries.

3.1.7 D1NZ Judges Assistants: Phil Coleman

Who is responsible for and authorised on the Club's behalf to:

- (a) To maintain records of qualifying scores, charts, and results for all events; and
- (b) Compiling and distributing official results for all qualifying and head-to-head battles; and
- (c) To maintain the D1NZ judging and scoring system.

4. SERIES ENTRY:

4.1 Entry into the Series shall be made through the Series Coordinator (jo@nzmg.info).

4.2 In submitting an entry into the Series, all Entrants and Drivers:

- (1) Are deemed to be in acceptance of these Series Articles as they are presented, and
- (2) Agree to comply with these Articles, and those of the National Sporting Code, and
- (3) Shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, eligibility requirements under these Series Articles and Schedule D1, and
- (4) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

4.3 **Round Entry:** entry to each Round shall be made via MotorSport Online.

4.3.1 **Entry Fees:** These fees include Practice and MotorSport NZ levies.

- (a) **The entry fees per round will be:**
 - (i) D1NZ Pro - \$1200.00 (GST inclusive) for each Round.
 - (ii) D1NZ Pro-Sport - 960.00 (GST inclusive) for each Round.
- (b) **Refunds:** A 50% refund of the Series entry fee will be granted to Entrants withdrawing from the Series prior to the first Round entered with 3 weeks' notice. The series entry fee is non-refundable from the date of the first round entered.

4.3.2 A driver may only enter one class, and as a single entry only (ie they cannot drive 2 vehicles in qualifying as separate entries).

5. SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds.

Round	Date	Venue	Nearest City
1	12-13 April 2024	Manfeild Circuit Chris Amon	Manawatu
2	12 and 14 April 2024	Manfeild Circuit Chris Amon	Manawatu
3	9-11 May 2024	Baypark Speedway	Tauranga

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

6. SERIES FORMAT:

6.1 **Round Format:**

6.1.1 **Practice:** Practice sessions will be available at each Round of the Series. The Driver may only use their competition vehicle which they have entered in the Round in those sessions. No other on-track testing opportunities will be available once the Meeting commences unless permission is obtained from the Clerk of the Course (Drift).

6.1.2 Qualifying:

Single Pass Format: For each Class the Qualifying order shall be the reverse order (following Round 1) of Series points from the previous event. For Round 1, the order will be based on standings from the previous season. For new drivers, the order will be as per the Clerk of the Course's (Drift) discretion.

6.1.2.1 Qualifying Structure: Each Driver will receive two **consecutive** (track layout dependant) single passes the highest scoring run will be counted as your scoring run. The second pass result is used to break any ties on first run scores, any subsequent ties will be determined by qualifying seed order with the higher seeded competitor.

6.1.2.2 Consecutive qualifying runs will be run back to back, with the exception of at circuits where the commute time inhibits this (ie Taupo, Manfeild). In such cases, and advised in driver's briefing, a group of up to 6 cars will enter the circuit together, and complete passes in a 'batch', and the second pass immediately after in their 'batch' order. In the case of a *mechanical issue only* during qualifying pass 1, a competitor may return to the pits for repair, however they forfeit the benefit of having experienced the current track conditions. Any competitor repairing a mechanical failure after pass 1 must present to the grid before the end of their class qualifying session, and in the case of more than 1 vehicle doing so, each must present back to the grid in their qualifying order, or forfeit qualifying pass 2.

6.1.3 DRIFT BATTLES

6.1.3.1 Lead Car: At all times the lead car must run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that Driver. Untypical speed is defined as speeds of equivalent measurement from qualifying speeds. Drivers must be within 90% of their qualifying speeds. If the lead car loses drift, goes off line or reduces speed too drastically in comparison to that particular Driver's qualifying speeds and the chase car hits the lead car, the lead car will in most cases be deemed at fault for the contact. It is each individual Judge's job to ascertain fault. There may be circumstances where the lead car is not at fault for the contact but this will be left to each individual Judge to ascertain fault. The use of Speed guns, slow-mo replays and camera footage from Qualifying and battles only from D1NZ TV may be used to ascertain fault.

6.1.3.2 Chase Car: In general, the chase car needs to treat the lead car as a moving clipping point. The chase car needs to run the same basic line as the lead car. The chase car should attempt to gain proximity to the lead cars A Pillar (but not in front of front wheels), unless outlined otherwise by the Judges in briefing (This Proximity is measured at the Chase cars front wheel). Taking a lower line than the lead car (diving) will result in a loss of advantage if the lead car is on the correct line. If the lead car is slightly off line, then the chase car will gain advantage points by staying in close proximity to the lead car. The chase car should keep as close to the lead car as possible to gain the advantage. If the lead car is well off line, the chase car may use this as an opportunity to gain proximity on the lead car. In the event the lead car is unsafely heading off the track (Anticipating that the lead car will leave the course) drivers can revert to the Passing rule. In the event of the lead car driving off course into a wall, it is the chase cars responsibility to know where their car is placed on the track to avoid wall contact. If the chase car hits the lead car and causes the lead driver to lose their drift, the chase car will in most cases be deemed at fault. It is each individual Judge's job to ascertain fault. There may be circumstances where the chase car is not at fault but this will be left to each individual Judge to ascertain fault. The use of slow-mo replays and camera footage from D1NZ TV maybe used to ascertain fault.

6.1.4 ELIMINATION BATTLES:

For each Class, elimination battles shall be based upon a 'Top 24 Battle Tree' format as follows:

The Top 24 Elimination battles shall be seeded based on the drivers' qualifying position, with the Top 8 drivers automatically seeded into the Top 8 positions of the Top 16 Battle Tree.

In the event of fewer than 24 qualifying drivers being able to compete* in Top 24 battles, the top qualifying drivers after the Top 8 (in ascending order from 9th qualifier) shall also receive a bye in the Top 24 Battle-tree.

6.1.5 Withdrawals: If there is a driver who finds themselves not "being able to compete*" prior to the commencement of their class' Top 24 battle tree (by an official withdraw) then the battle tree order may be altered (other drivers remaining in qualifying order) to give either the next top qualifier a bye run, or to allow qualifier position #25 to proceed into the battle tree.

Automatic Bye Runs: With a field of 21 qualifiers in the Class, the top eleven (11) would receive a bye into the Top 16 tree.

6.1.6 Top 24 Battles: The bottom 16 qualifiers (positions 9- 24) - notwithstanding those entitled to a bye run as per above - shall contest for a place in the Top 16 elimination battle bracket. The highest ranked driver thereafter (ie qualifying position 9) versus the lowest ranked driver (qualifying position 24), and so on, as per the example battle tree below.

Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the higher 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 16 battle bracket. The remainder are eliminated from competition.

6.1.6.1 Bracket Table:

Qual Pos	Top 24	Top 16	Top 8	Top 4	Final	Final	Top 4	Top 8	Top 16	Top 24	Qual Pos
1											2
		vs									
16											15
		vs									
17											18
			vs					vs			
8											7
		vs							vs		
9											10
		vs			Winner					vs	
24							W				23
					3rd		vs				
4							L				3
		vs							vs		
13											14
		vs								vs	
20											19
			vs					vs			
5											6
		vs							vs		
12											11
		vs								vs	
21											22

- 6.1.7 Top 16:** The top 16 battle drivers shall contest for a place in the Top 8 battle bracket as per the above tree. 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 battle bracket. The remainder are eliminated from competition.
- 6.1.8 Top 8:** The top 8 battle drivers shall contest for a place in the Top 4 battle bracket as per the above tree. 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.
- 6.1.9 Top 4:** The top 4 battle drivers shall contest for a place in the Round Final Battle as per the above tree. 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 3rd/4th Battle.
- 6.1.10 3rd/4th Battle:** (1) The 2 unsuccessful drivers from the Top 4 bracket shall contest for 3rd and 4th 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 higher 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 3rd place for the Round. The unsuccessful driver will be awarded

4th place for the Round. In the case of Force Majeure, the outcome of this battle may be determined by Article 10 (Force Majeure).

6.1.11 Round Final Battle: The 2 successful drivers from the Top 4 bracket shall contest for 1st and 2nd 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 higher 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 1st place for the Round. The unsuccessful driver will be awarded 2nd place for the Round.

6.2. JUDGED PASS PROCEDURES:

Starting and flag procedure: Flags will be used in compliance with Schedule DR. Additionally, start lights and/or a start line marshall will be used for all battles and may be used for practice and qualifying when a full circuit is not used.

6.2.1 LINE-UP & SCRUB:

A car once on the start line must start under its own power. There will be no assistance or rolling starts from a standing start line.

6.2.1.1 Drivers will be lined up on a dummy grid awaiting scrub before a judged pass. If a driver is not present on dummy grid within 1 minute when asked to scrub for their pass - they will forfeit that pass.

6.2.1.2 A maximum and minimum allocated time to return to the starting line after a run shall be allotted and if the maximum time is exceeded, this will result in disqualification. For this event, this time is 1 minute, timed from the moment the other competing Vehicle has lined up and is ready to go.

6.2.1.3 The Clerk of the Course (Drift) may disqualify any Driver for deliberate, on or off-track, time-wasting. All timeouts will be timed and at the discretion of the Clerk of the Course (Drift).

6.2.1.4 Scrub prior to a run may not exceed 30 seconds, or the driver may be disqualified from that battle.

6.2.2 COMMENCEMENT OF BATTLE:

The battle order starts from the top left-hand side of the diagram, running down the left-hand side first, then from the top of the right-hand side of the diagram down. This will be the determined order, changing only in the case of servicing required due to authorized repairs or as a result of a 'one-more-time' call.

6.2.2.1 When a battle is called by the Clerk of the Course (Drift), a driver must be present on dummy grid within 1 minute.

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 time the first competitor arrives at the starting line. Competitors not positioned on the start line and ready to start, at that latest time shall forfeit the battle.

6.2.2.2 In the case that neither driver presents to the start line within 1 minute of the Battle being called, the highest qualifier will advance.

6.2.3 COMPETITION TIME-OUTS – 5 MINUTE RULE.

6.2.3.1 VEHICLE SERVICE DURING TANDEM

Competition vehicles cannot be “serviced” between the first and second runs of a tandem battle or a competition timeout. Servicing examples include activities like tyre changes, adjustments to tyre pressure and suspension, fueling, cool-down, etc. It is mandatory for rear tyres to be used for two consecutive runs.

6.2.3.2 COMPETITION TIME-OUT (FIVE MINUTE RULE)

- (a) The 5-minute rule cannot be used for either your own or others' strategic advantage e.g. polishing your bonnet to delay the event or give competitor extra time to line up. The Clerk of the Course (Drift) may at any time call you to the line in the interest of good sportsmanship and maintaining event timings.
- (b) At any time during the competition, a driver may elect to take a 5-minute 'Time Out'. Each driver gets 1 (one) 5 minute 'Time Out' per event.
- (c) During the competition, teams can use a Competition Timeout to perform any necessary repairs, ensuring safety or to fix mechanical failure.
- (d) Any part of the 5 minutes not used will be forfeited, the driver can only use this 'Time Out' once.
- (e) A driver's 5-minute 'Time Out' cannot be donated to, or used for another driver's benefit.

6.2.3.3 COLLISION REPAIR

If damage resulting from the collision is determined to be at no fault of your own, subject to approval from a Judge, 10 minutes may be allocated for you to carry out repairs.

6.2.3.4 COMPETITION TIME-OUT PROCEDURE

- (a) The five(5) Minutes Timeout will commence at the moment the competitor's team commences work on the vehicle. The team will be allowed one(1) minute to set the vehicle on axle stands prior to the 5 minutes starting but no other handling of the vehicle is permitted- If so, the 5 minutes is deemed to have started and the countdown clock will be activated by the timing official. .
- (b) Time to assess the vehicle and prepare tooling is included in this one(1) minute 'axle stand setup' time. Once this has been completed the Driver or Team will need to notify the timing official to begin timing; work can commence on the vehicle once the timing official has initiated the 5 minute clock. If the one(1) minute axle stand setup time has expired, the timing official may force the start of the timing clock.
- (c) The Driver or Team will need to declare if any drive-line repairs are being carried out, including all moving parts connected to the drive-line of the vehicle, from the back of the engine through to the differential and axles.
- (d) Once the team has completed repairs, all members working on the vehicle are to stand upright, away from the vehicle, and raise their hands to indicate the stop of timing. No physical body parts of any team member can be under the vehicle, or engaging with the vehicle in anyway, with the exception of the Driver who is allowed in the driver's seat.

- (e) Removal of jack stands & lowering of vehicle and securing bonnet pins may be outside of the 5 minutes timing.
- (f) If any drive-Line repairs have been carried out, removal of Jack Stands and Lowering of the Vehicle can only commence once the Scrutineer has ensured repairs have been carried out to a safe standard; using discretion within the rule-sets of MSNZ Schedule A, Schedule DR, and Schedule D1).
- (g) The Series Scrutineer will have sole discretion to ensure the vehicle is fit to compete with regard to MSNZ Schedule A, Schedule DR and Schedule D1.
Any temporary repairs may need to be addressed before the next phase of competition and may be notified to the team by officials.
- (h) In the event the Five(5) minutes time out has expired, all members working on the vehicle are to stand upright, away from the vehicle, and raise their hands to indicate the stop of timing. No physical body parts of any team member can be under the vehicle, or engaging with the vehicle in anyway, with the exception of the Driver who is allowed in the driver's seat.
The Series Scrutineer will determine if the car is capable of competing. If the car is deemed unsafe or unable to compete, the team and vehicle will be disqualified from further competition.
- (i) The 5 minutes will be officially timed by a timing official and relayed to the Judges and Clerk of the Course (Drift).
- (j) The 5 minute rule cannot be used to change tires or make adjustments between passes during a Tandem Elimination Battle.
- (k) Members of other competing teams are able to assist with repairs of the vehicle at the discretion of the Driver or Team Representative.
- (l) Media and TV Staff are not to engage in the 5 Minute 'Time Out' without first communicating with the timing official. A driver may refuse to engage with TV or Media at any time during the time out.
- (n) An official must be present with a fire extinguisher, and all overseeing officials involved with the 'Time Out' are to maintain spectators are at a safe distance from repairs and the team at work.
- (o) The Series Scrutineer must be present to oversee the five(5) minute 'time out' is carried out correctly.
- (p) The five (5) minute 'Time Out' Rule also binds Article 6.2.1 'Line-up & Scrub' of this document.

7. JUDGES CRITERIA AND PROCESSES:

7.1 QUALIFYING CRITERIA AND SCORING

The clipping points, clipping zones, entry point and expected criteria will be delivered prior to each event, and clarified during the drivers briefings. Each Judge will assess all criteria of line, speed and angle plus overall impact or style.

7.1.1 Line weighting - 40 percent

For measurement of the vehicle relative to inside clips and outside zones, two areas of focus will be used by the Judges. The furthest part of the rear tires (contact patch) will be the area of focus for proximity to outside zones when there is no wall. When there is a wall, the furthest part of the bumper will be the area that is judged. For the front of the car, the front of the bumper will be used for inside clips.

7.1.2 Angle weighting - 30 percent

Angle is the degree or amount of angle the vehicle achieves and the stability or consistency of that angle.

7.1.3 Style weighting - 30 percent

Style points are separated into two categories:

- (a) Initiation descriptors such as: fast, explosive, quick, and smooth; and
- (b) Transitions descriptors such as: Dynamic, fast, accurate, quick, and smooth.

7.2 DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- (a) Bobbles
- (b) Wall taps
- (c) Tires off course
- (d) Missing zones and clips
- (e) Straightening
- (f) Off-line
- (g) Lack of Angle

7.3 QUALIFYING JUDGING SYSTEM – SINGLE PASS

D1NZ Qualifying is a Single Pass Judged Format and will be run as per Articles 6.1.2. Drivers can choose to only do 1 qualifying pass.

- 7.3.1 Test runs** - After a crash, the driver or a team member of the car(s) involved may seek permission to test the car for a maximum of one(1) run before their qualification run(s). This is at the Clerk of the Course's discretion and is not always granted.

7.4 QUALIFYING SCORING

Judges will watch a run and mark their scorings on an official scoring sheet.

The Judges will utilise a 100-point scoring system for qualifying scores. Each Judge will give a score out of 100, and the scores will then all three Judge's scores will be averaged. Any fixed deductions are noted and agreed upon by all three Judges, and that amount will be deducted from the averaged score.

(Example: Judge A: 96, Judge B: 94, Judge C: 94 = average of 94.66. 1 tyre off = 2 point deduction. Final score 92.66)

7.5 SPINOUTS /STRAIGHT LINES

Anytime a Driver spins out or experiences major under-steer or straight line during a run, a “zero” score will be awarded. A Low score will be awarded for minor straight lines/bobbles. A “zero” scored straight-line is defined as ‘all 4 wheels gripped up and moving in the same direction for at least 1 foot (30cms).

A “zero” score is awarded the 1 point per judge per qualifying run for attendance of that pass once their vehicle is positioned on the start line (on time), provided they can leave the line under their own power, whether or not they complete the judged section.

7.6 REINITIATION/OPPOSITE DRIFT

Drivers will be deducted points for a re-initiation on entry to a judged section. If a driver has to re-initiate during a run (without straight-lining, and not due to the other driver) points will be deducted. If a driver performs opposite lock drift to that required in a judged course (without straight lining, and not due to the other driver) heavy points deduction will occur. Multiple opposite lock drift may result in a Zero.

7.7 OFF COURSE

Unless otherwise specified during the judging meetings:

- One (1) wheel off the track at once = minor set deduction points for that track.
- Two (2) wheels off the track at once = major set deduction points for that track.-Three/Four wheels off the track at once = “Zero”.

In the event of a heavy wall collision it is at the Judge’s discretion if the line carried; (1) how many wheels would have resulted off track and (2) the appropriate deduction.

7.8 CLIPPING ZONES

Cones or other similar sign markings will denote all clipping points and zones, either inner or outer. Anytime an ‘Inner Clipping Cone’ is hit, the Vehicle will be considered to be off course and points will either be deducted or the Driver will be scored low depending on the severity of the hit.

Hitting an ‘Outer Clipping zone cone’ will be counted as off course and will be scored low.

Light contact or multiple scuff/rubbing with a wall in the ‘Outer Clipping Zone’ may result in a small point deduction if the hit does not disturb or affect the course of the Drivers run. This means no major corrections were needed after the hit and the Driver was still able to maintain good Line, Speed and Angle. If a major hit occurs judges may refer to the off course rule.

7.9 FIXED POINT DEDUCTIONS

Fixed Point deductions will be set out in driver’s briefings and pre-event Judges notes prior to each event. Fixed point deductions may entail the following categories.

- 1 or 2 Wheel(s) off
- Straight Line/Bobble
- Hand Brake
- Missed Clip
- Proximity

7.10 PASSING

Passing is not encouraged during tandem battles. Passing is only allowed if the lead car is well off-line anticipating heading off track, or is clearly specified by a Judge in the Drivers meeting. Passing must be executed in a safe and professional manner. A safe pass is one that is done in such a way that the car being passed does not lose any speed after the pass is complete. Passing must be done while in drift, without interrupting the line of the car being passed and in the proper line. If a pass results in contact, the passing car may be penalised. If a Chase car passes the lead car but the lead car remains on track it does not automatically give the win to the chase car. If the chase car passes the lead car, it then becomes the lead car and must complete the judged section according to the lead car criteria, in order to be awarded a score.

7.11 SPIN RULE

During tandem battles if the lead car spins or leaves the track the chase car is awarded a 10-0 automatically and is not required to drift the remaining section of the course.
During tandem battles if the chase car spins or leaves the track the lead car must still complete the full judged section to be awarded the 10-0 however if the Lead car also spins or leaves the track the score will be 0-0.

7.12 DAMAGE DUE TO CONTACT

The Judges will be required to use the majority rule to ascertain fault the cause of contact, as per the "Collision Repair" rule (Article 6.2.3.3).

7.13 PACE ZONE

A pace cone, or comparable marker, may be placed on the starting straightaway to keep the Tandem Battles fair and close together. The use of a Pace Zone will be specified during the Driver's briefing.

7.14 START CHICANE

Judges may elect to set up a Start Chicane at the start-line. The chicane shall be used by the lead car to slow their start and allow the chase car to keep pace. The lead cars start shall be straight as normal. Lead cars that 'sandbag' or not perform the chicane as quickly as they may have points deducted.

7.15 BAILOUT CONES

Judges may elect (instead of a start chicane) to set up a pair of cones a certain distance after the start line and before the start of the Judged section. If a driver feels the other driver has 'jumped the starter lights/flag', or they have been unfairly 'gapped' from the start line; they must come to a complete stop before the Bail Out Cones to activate a 'Bail Out'
This method cannot be used if a driver makes an error (stall, missed gear etc) or a vehicle failure occurs.
Judges will have the final call if a bail-out is legal or not.

7.16 INACTIVE CHASE

Where two Judges rule an inactive chase is present by the chase car the battle can be called to be re-run of the particular run that has been deemed inactive. If the re run battle is deemed to be also in active the Judges may award the 10-0 win to the lead car. The Judges may use qualifying or practice speed gun information to attain whether a chase is inactive.

7.17 TYRE CHANGING – DEBEAD RULE

A set of tyres is expected to last a complete battle (2 passes) and be of sufficient tyre pressure to remain on the bead for those two(2) passes. De-bead of a tyre for any reason other than a collision falls outside the requirements for competition time-out and therefore the de-beaded tyre cannot be remedied between runs of a tandem battle and the vehicle will forfeit any remaining passes.

7.18 TANDEM ELIMINATIONS

Three Judges will observe both runs during a head-to-head battle. There will be no declaration of scores between the two runs to give drivers an advantage. At the conclusion of the head-to-head battle, each Judge will individually declare a winner. Judges are allowed to converse but are not permitted to show their written winner to any other Judge.
JUDGE SEPARATION DEVICES MAY BE USED.

JUDGES WILL SELECT FROM THREE OPTIONS:

Driver 'A' / Name wins

Driver 'B' / Name wins

'One More Time' (OMT)

The majority will rule, and a winner will be decided. In the event there is no clear majority, there will be an OMT.

EXAMPLES OF DECISIONS:

Scenario	Decisions		Winner
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

Scenario	Decisions		Winner
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	One More Time	

Scenario	Decisions		Winner
3	Judge 1	Driver A	One More Time
	Judge 2	One More Time	
	Judge 3	One More Time	

Scenario	Decisions		Winner
4	Judge 1	Driver A	One More Time
	Judge 2	Driver B	
	Judge 3	One More Time	

7.19 JUDGES AREA AND VIEWING:

All judging is performed from the top of the Judging Stand. If a clipping point is not visible from the Judging Stand, a flag system may be used to communicate whether a Driver properly scores the clipping point.

Only Judges/Staff/Officials are permitted in the Judges Box/Area during Qualifying & Battles; unless specifically invited by the Judges.

Once eliminated, drivers are required to return their vehicle to display position in front of their pits for media purpose until completion of competition.

8. JUDGING INQUIRY

8.1 JUDGING INQUIRY CRITERIA

Judging inquiries will be allowed in all rounds of tandem competition except the Finals. The composition of qualifying scores are not subject to inquiry.

Judging Inquiries must be lodged on an action that was missed by the Judges within the confines of a pass that would have resulted in an incomplete or an action that would have changed the outcome of the result for that driver, I.E: “vehicle went off track with 3 wheels”.

Objective action with regards to D1NZ Judging Inquiry is defined as an action that is indisputable, visual evidence and not subject to a judge’s opinion.

External data or video is not permissible in the evaluation of a Judging Inquiry. Only D1NZ data and camera footage will be allowed in a review of a Judging Inquiry.

8.2 FILING A JUDGING INQUIRY

Judging Inquiries are expected to be well-founded, reasonable, logical, and based on sound evidence.

Every Judging Inquiry shall be made in writing on the D1NZ **Judging Inquiry** form.

The Judging Inquiry form needs to be completely filled out and must specify which part of the D1NZ Rules & Regulations is in question, signed by the driver, spotter, or team representative making the Judging Inquiry.

The Judging Inquiry form must be presented to the Judge's room within the time limit specified in the chart below.

8.2.1 Inquiry and Time Limitation Chart

Bracket:	Time Limitation:
TOP 32	Prior to start of Top 16
TOP 16	Prior to start of Top 8
TOP 8	Prior to start of Top 4
TOP 4	Prior to start of Finals

Presentation of the form to the Judge's stand must be in a professional and sportsman-like manner and must not interrupt the Judges during a Judge's run.

Failure to do so will result in your Judging Inquiry not being reviewed.

8.3 REVIEWING COMPETITION JUDGING INQUIRIES

There are three steps to each Judging Inquiry:

Determining Validity.

Determining Soundness.

Adjudication

8.3.1 Is the Judging Inquiry valid?

A valid Judging Inquiry asks the question, would the action in question have resulted in an incomplete or a change of result to the driver being questioned?

8.3.2 Is the Judging Inquiry sound?

A sound Judging Inquiry means that the claims are indisputable, true.

If a Judging Inquiry is found to both valid and sound, the Review Judge will then decide how to adjudicate the battle.

8.3.3 The Review Judge may overturn the call, ask for the battle to be re-run or make any decision he/she feels is an appropriate remedy for the situation.

8.3.4 The Review Judge may act alone or ask the judges for assistance for any part of this process, but ultimately, the Review Judge will be the final arbiter of the evaluative process and subsequent decision.

8.3.5 If the Review Judge cannot agree to change or modify the call, the call will stand.

9. PENALTIES, PROTESTS AND APPEALS

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

10 FORCE MAJEURE

10.1 FORCE MAJEURE COMMITTEE

In the event a competition cannot be completed due to unforeseen circumstances; The committee will be convened with the following: Clerk of the Course (Drift), Series Coordinator, and appropriate officials. The Committee will decide on appropriate actions as provided for below.

10.2 FORCE MAJEURE PROCEDURES

If a competition cannot be completed due to force majeure; breaching Event Permits or Venue Permits, the Committee may be forced to cancel the event.

- 10.2.1** If Force Majeure is enacted before a Qualifying Session is completed, the committee may determine that event is cancelled, and no points shall be awarded for the class(es) involved in that competition at that time.
- 10.2.2** If the event in question has completed a Qualifying Session for a particular class, the qualifying points and order of drivers in that leg of the competition will then be used to determine the final outcome of points awarded for that event.
- 10.2.3** If the event in question the Committee determines the best possible outcome for that event, is postponement or rescheduling of the competition. All points awarded for that competition may be null and void in this instance.
- 10.3** If the event in question has reached the Finals bracket of a Tandem Elimination Battle Tree, the following rules will be enacted;
 - 10.3.1** If the Battle for Third(3rd) Place has both competitors 'Called to the line', but neither have made the starting grid due to vehicle servicing, it will be determined to be a draw. Points will be awarded to both competitors in-line with 3rd place as per Article 13.
 - 10.3.2** If the Battle for 3rd Place has both competitors ready on the starting grid, but unable to complete their battle, it will be determined by the driver with the higher qualifying order. Points will be awarded to competitors in-line with 3rd place as per Article 13.
 - 10.3.3** If the Battle for 3rd Place has only one competitor ready on the starting grid, with the other still servicing their vehicle, the competitor on the starting grid will win 3rd place with points issued as per Article 11.3.
 - 10.3.4** If the Battle for 1st Place has both competitors 'Called to the line', but neither have made the starting grid due to vehicle servicing, it will be determined to be a draw. Points will be awarded to both competitors in-line with 1st and 2nd place as per Article 13.
 - 10.3.5** If the Battle for 1st Place has both competitors ready on the starting grid, but unable to complete their battle, it will be determined by the driver with the higher qualifying order. Points will be awarded to both competitors in-line with 1st and 2nd place as per Article 13.
 - 10.3.6** If the Battle for 1st Place has only one competitor ready on the starting grid, with the other still servicing their vehicle, the competitor on the starting grid will win 1st place. Points will be awarded to both competitors in-line with 1st and 2nd place as per Article 13.
 - 10.3.7** The Final Battle for 1st and 2nd of the event will take priority to be completed at the earliest possible time. If any battle result during Force Majeure is decided as OMT, and those passes (and vehicle servicing required) cannot be completed in time, the battle will be determined to be a draw.

11. PARC FERME

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 NSC Article 60.*

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

12. TEAM MANAGER/REPRESENTATIVE AND SPOTTERS:

12.1 A Team Manager or Representative must be elected to liaise with Officials if required. They should be present with the Driver at briefings and be authorised to make decisions or advise on behalf of the driver.

12.2 Spotters, where nominated, are permitted to occupy the Spotter area. Spotters will be issued a spotter’s wristband.

13. POINTS:

13.1 Qualifying Pass Points: Each competitor will be scored by the Judges for each Pass.

13.2 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.

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

Qualifying Position	Points	Overall Position	Points
1	14	1	100
2	12	2	80
3	10	3	68
4	8	4	60
5 - 8	6	5 - 8	48
9 – 16	4	9 – 16	32
17 – 24	3	17 – 24	16
25 – 40	2	25 – 40	8
		DNQ	1
		DNE	0

13.4 Ties: At the conclusion of the Series, if there is a tie in the Series points, the driver with the most 1st place results during the season will break the tie.

Further round ranking results can be used to break subsequent ties.

In the event that, after these rankings have been calculated, two (2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined as described above.

The same process will be followed to determine Class Place winners.

13.5 AWARDS:

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.

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

Pro-Class:

- Pro-Class Champion
- 2nd in Pro-Class
- 3rd in Pro-Class

Pro-Sport Class:

- Pro-Sport Class Champion
- 2nd in Pro-Sport
- 3rd in Pro-Sport

Prizes: Any prizes awarded for Series registered competitors shall be determined by the Club.

14 TELEVISION AND IN-CAR CAMERAS

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.

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

Series In-Car Cameras: Any vehicle shall, if required by the Series Coordinator, carry a Series-supplied camera. This camera may be installed on cars to provide:
The nominated video production company with high quality images; and
Competitors with greater detail of their cars performance when studying data recorded; and
Series officials with relevant video footage to assist in judicial investigations.
It is the Competitor's 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.

15 TEAM APPAREL

All team members in the view of spectators or any media are to maintain a presentable standard of dress. Team members are recommended to wear matching apparel.

The vehicle refueller must wear apparel compliant with the MSNZ Code of Practice Fuel regulations.

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) Series decal	600 x 100mm	Series Door decal including driver name. Rear of car ('number plate' area)
Driver breast patches		Contact Series Co-ordinator to obtain a digital file.

