



D1NZ ARTICLES 2026

The D1NZ National Drifting
Championship

Get in touch with us
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ARTICLES GOVERNING THE 2026 D1NZ “National Drifting Championship” Accredited Series

Preamble

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

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

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 – 2026 Schedule D1; and
- The Event Supplementary Regulations.

Official Record of Amendments Issued to These Articles

MotorSport New Zealand 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.

“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.

“Bye Run” means a non-judged lap to prove the vehicle is mechanically ready for competition. The competitor has completed the bye lap once they have initiated drift at the first zone.

“The Club” means the Drift Club of New Zealand Inc.

“Inviting Clubs” means the MotorSport New Zealand Member Club organising a Meeting and/or Event which is a Round of the Series.

“Drifting” means a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally, the line is designated by markers on the course that are composed of inner clipping points and outer zones.

“DINZ Event” means a scheduled Meeting in which drivers compete in a single elimination bracket of “head-to-head” battles. Drivers first Qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head Battles”. Head-to-head Battles are judged and based on several pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the series order.

“DNQ” means Did Not Qualify.

“DNE” means Did Not Enter, by not entering the Event.

“OMT” means a Tandem Battle judged ‘One More Time’ and occurs due to lack of a majority vote from the Judges. The Battle that received the OMT vote from the must run the Tandem Battle again, a maximum of once. OMT calls are not intended for poorly executed Tandem Battles. The Judges reserve the right to make a judgement call on Battles that contain a multiple variety of mistakes and/or deductions and declare a winner.

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

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

“The Series” means the DINZ National Drift Series for cars complying with Schedule D1.

“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 of the MotorSport New Zealand Manual.

2.1.3. All drivers and entrants must be financial members of an affiliated MotorSport New Zealand 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 New Zealand 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:

(a) 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.

(b) 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 until corrected.

(c) All competitor advertising (i.e. names, trademarks or logos) and shall be displayed on the car in a professional manner. Offending decals are to be removed or penalty as outlined in Article 2.2.3(b) will be applied.

(d) Any decals and/or advertising on the competition vehicle must not be offensive to the general public, as determined by the Series Coordinator, whose decision will be final. If a competitor is advised by the Series Coordinator that their decals and/or advertising are non-compliant, they are to be removed from the vehicle immediately. If not removed immediately, the driver will be penalised as per Article 2.2.3(b).

(e) Decals and/or advertising related to competitor tyre brands outside of the Control Tyre brands listed in the Technical Regulations are not permitted, and will be penalised as per Article 2.2.3(b)

(f) All decals and/or advertising must comply with National Sporting Code Articles 56 and 57.

2.2.4. Permanent Competition Numbers:

(a) All Competitors must apply for a Competition number each season via the Season Registration google form available at DINZ.COM and cannot assume that the previous season's number is automatically retained.

(b) 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:

(a) The use of multiple cars is permitted during Practice sessions, however;

(b) Any car on the Circuit must have been entered in the Event and logbook entered, and safety audited if due.

(c) Any car on the Circuit must display decals in accordance with Article 2.2.3.

(d) The use of a secondary or borrowed car must be advised to the Series Clerk of the Course (Drift) verbally via the CRO, no later than 30 minutes prior to the Qualifying session of that Class, however that car must be scrutineered before the qualifying pass.

(e) Once a driver is lined up at the Qualifying start line for their first pass, a driver cannot change cars.

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 or an Application for the Pro-Class should be submitted to the Series Coordinator.
- 2.3.2.** Pro-Sport: Eligibility shall be for Competitors who do not meet the eligibility requirements of Pro-Class.
- 2.3.3.** Once a Competitor has submitted their registration for the Series, they may not change Class, except that the Series Coordinator, at their absolute discretion, may reclassify a competitor prior to their first Round entered if they do not meet the criteria for that class. The outcome of any reclassification will be communicated prior to their season entry invoice being raised.
- 2.3.4.** Pro-Sport competitors that have placed in the Top 8 overall for two consecutive Seasons of this Series are recommended to enter Pro-Class.

3. Series Personnel

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

3.1.1. Series Clerk of the Course (Drift): Shall be listed in the Event Supplementary Regulations.

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

- (a) Ensuring compliance with MotorSport New Zealand National Sporting Code and its addendums, and these Series Articles.
- (b) Undertaking duties and authorities outlined in NSC 79.
- (c) Conducting Drivers Briefings.
- (d) Liaising with the Approved Promoter regarding promotional activities.
- (e) Liaise with Event Officials on any sporting aspect of the Series.

3.1.2. Series Coordinator: Brendon White

- Phone: 021 274 5580
- E-mail: brendon@gritmotorsport.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 pertaining to the Series;
- (b) Liaise with Inviting Clubs and MotorSport New Zealand on matters pertaining to the Series;
- (c) Ensure supply and correct placement of competition number sets and correct placement of decals on competing vehicles; and
- (d) Liaising with the Approved Promoter regarding promotional activities.
- (e) The Series Coordinator may appoint an assistant(s) to assist with administrative duties in connection with the Series.



GT RADIAL

OFFICIAL TYRE OF D1NZ

CHAMPIRO SX2

SPORTACTIVE 2

CHAMPIRO VP1

ADVENTURO AT3



3.1.3. Series Scrutineer: Lance Hastie

- Phone: 021 329 909
- Email: lance@gritmotorsport.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) Establish the DINZ technical eligibility audit programme at the Event;
- (b) Undertake Safety Audits including management of vehicle logbooks;
- (c) Undertake technical eligibility checking;
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures;
- (e) Conduct tyre marking, pressure testing, as and when deemed appropriate; and inspect any competing vehicle within the Championship in order to ascertain compliance with the Technical and eligibility Regulations;
- (f) Liaise with event Officials and the Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (g) Report to the Series Clerk of the Course (Drift) at the Event with their proposed technical checking program and subsequent results prior to the final Stewards meeting.

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

Who are responsible for and authorised on The Club's behalf to:

- (a) 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;
- (b) Undertake the duties of a Judge of Fact (NSC 86(1)(c)) with respect to all Qualifying and Battle Judging;
- (c) During the tandem battle portion of the competition, independently determine a winner by comparing the lead runs of both drivers, as well as the chase runs of both drivers during each battle;
- (d) Determining the course layout before the competition; and
- (e) Determining responsibility for any contact/incidents on track.

3.1.5. Review Judge: Shall be listed in the Event Supplementary Regulations.

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

- (a) Run the Judges Replay System; and
- (b) Review Competitor Inquiries, and advise the DINZ Judges and Series Clerk of the Course (Drift) on the outcomes of such Inquiries.

3.1.6. DINZ Judges Assistant: Will be stipulated in each events' Supplementary Regulations.

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;

- (b) Compiling and distributing official results for all Qualifying and head-to-head battles;
- (c) To maintain the DINZ judging and scoring system; and
- (d) Undertake the duties of a Judge of Fact (NSC 86(1)(c)) concerning all results.

3.1.7. Timing Official: Shall be listed in the Event Supplementary Regulations.

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

- (a) Undertake the duties of a Judge of Fact (NSC 86(1)(c)) concerning all timing of the 5-minute Time-Out rule; and
- (b) Advise the Series Clerk of the Course (Drift) regarding starting and completing the 5-minute Time-Out Rule, and of any breaches of this Rule.

4. Series Registration And Event Entry

4.1. Registration into the Series shall be made through this Google form link: <https://www.dInz.com/driver-registration> prior to the commencement of the competitor's first Round of the Series.

4.2. In submitting a registration into the Series, all Entrants and Drivers:

- (a) Are deemed to be in acceptance of these Series Articles as they are presented;
- (b) Agree to comply with these Articles, and those of the National Sporting Code;
- (c) 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
- (d) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

4.3. In addition to Series Registration, competitors must enter each Event via MotorSport Online. The Series Coordinator will communicate the date that Event entries will open with competitors registered for the Series.

4.4. Event entry fees will be in accordance with either Article 4.4(a) or Article 4.4(b):

(a) Full Series Entry Fees (incentive registration): For entry to all Rounds of this Series, to be paid in full by **7 November 2025**:

- i. DINZ Pro: \$5,750.00 (GST inclusive)
- ii. DINZ Pro Sport: \$4,600.00 (GST inclusive)

Note: Incentives are detailed on the entry form.

(b) Casual Entry (Round-by-Round basis): For entries not covering the full season as per Article 4.4(a), but instead single Rounds, for which payment is due for each Round by the Monday prior to the Round commencing:

- i. DINZ Pro: \$1,380.00 (GST inclusive) each for Rounds 3, 4, 5, and \$2,070.00 (GST inclusive) for Rounds 1, 2
- ii. DINZ ProSport: \$1,104.00 (GST inclusive) for Rounds 3, 4, 5, and \$1,656.00 (GST inclusive) for Rounds 1, 2.

4.4.1. Refunds: Full Series Entry Fees as detailed in Article 4.4(a) are non-refundable. Casual Entries as detailed in Article 4.4(b) are transferable to other Rounds of the Series providing the driver notifies the Series Coordinator of their withdrawal, in writing, no later than two weeks prior to the Event commencing.



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DOES YOUR ECU HAVE YOURS?

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- 4.5.** A driver may only enter one Class, and as a single entry only (i.e. they cannot drive two vehicles in Qualifying as separate entries).

5. Series Structure

- 5.1.** Prior to the start of the Series, there shall be a Technical Check and Media Day that all Drivers must attend with their vehicle, as detailed in the table below.

- 5.1.1.** Vehicles must be presented in compliance with Schedule D1.

	Date	Venue
Remote Scrutineering	09 November 2025	RHP workshop, Tauranga
Remote Scrutineering	15 November 2025	Palmerston North, Location TBC
Remote Scrutineering	16 November 2025	DKM Fabrication, Waimauku Auckland
Remote Scrutineering	16 November 2025	323 Automotive, Christchurch
Media Day	20 November 2025	Teretonga Park Raceway

- 5.2.** The Series will comprise the following Rounds:

Round	Date	Venue	Nearest City
1	21-22 November 2025	Teretonga Park Raceway	Invercagill
2	21-22 November 2025	Teretonga Park Raceway	Invercagill
3	13-14 February 2026	Pukekohe Park Raceway	Auckland
4	20-22 March 2026	H BlackBee Drift Park	Gisborne
5	23-25 April 2026	Mercury BayPark Stadium	Tauranga

- 5.2.1.** 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. Round Format

- 6.1.** Start Line Procedure: The start line is situated at the beginning of the course and is the official starting point of each Qualifying run and Tandem Battle. Either a light sequence or a hand signal countdown given by the start-line Official will signal when the vehicle(s) can leave the start line.

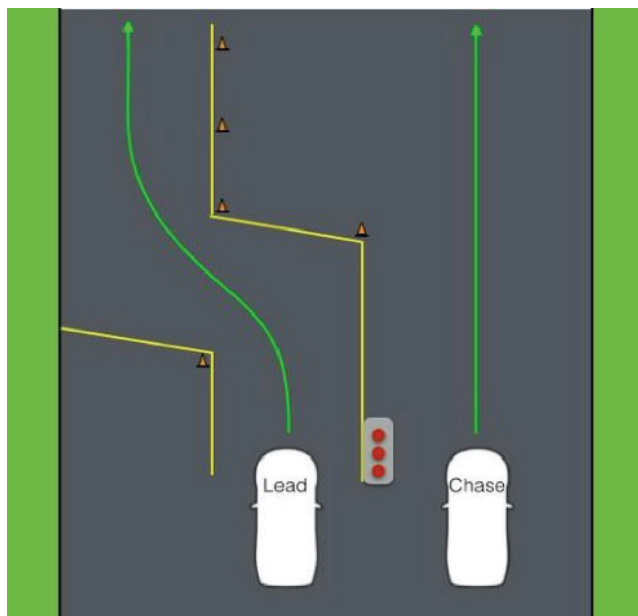
- 6.1.1.** Flags will be used in compliance with Schedule DR. Additionally, start lights and/or a start line Marshal will be used for all Battles and may be used for Practice and Qualifying when a full Circuit is not used.

- 6.2.** Pace Zone: A cone or comparable marker may be placed in the leadup to initiation to keep the Tandem Battles fair and close together. Any use of a Pace Zone will be specified during the Driver's Briefing.

- 6.3.** Start Chicane: During both Practice, Qualifying, and Tandem Battles, the Judges may elect to set up a Start Chicane at the start line, outlined with cones to make it visible to all drivers. It is designed to slow the Lead driver off the line to allow the Chase driver to maintain proximity leading up to initiation, the Chase cars start shall be straight as normal. If a driver hits one

or more cones within the chicane during a Tandem Battle, the start line Official will radio this information through to the Judges; who may use this information in their critique of the Battle. Lead cars that do not perform the chicane as quickly as they could have may have points deducted.

Start Chicane Diagram:



6.4. 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 chase driver feels the lead driver has 'jumped the starters signal', 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'.

(a) This method cannot be used if a driver makes an error (stall, missed gear etc.) or a vehicle failure occurs, as determined by the DSO.

(b) The judges &/or DSO will have the final call if a bail-out is legal or not.

6.5. Drifting Initiation: During both Qualifying and Tandem the vehicle must initiate drift no later than passing the initiation cone placed trackside, as identified in the Judging Criteria for the Round.

6.6. Practice:

6.6.1. Practice sessions will be available at each Round of the Series, **and if a driver misses Practice sessions due to mechanical issues, they will be guaranteed the opportunity to complete one(1) lap minimum prior to judged laps.**

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

6.7. Tyre Marking: Tyre marking for all tyres that Pro-Class competitors may use at each Round will take place outside the competitor's pit garage at each Round one(1) hour prior to the commencement of Qualifying. Any change in time for Tyre Marking will be advised by the Championship Coordinator. It is the responsibility of the competitor to have their tyres ready and clean for marking by this time.

6.7.1. It is the Competitor's responsibility to ensure that tyre markings remain clearly visible at all times. If a tyre marking starts to become illegible, the competitor must advise the Championship Scrutineer accordingly, who may re-check and re-mark the tyre.

6.8. Qualifying:

6.8.1. The purpose of Qualifying is to establish what a good lead-run will look like in tandem. The judging criteria will be issued on the driver's facebook group page (which each driver is invited to when they complete their season entry form) prior to the commencement of each Round and will be clarified at the Driver's Briefing.

6.8.2. Structure: Each Driver will receive two consecutive (track layout dependent) single passes where the highest scoring run will be counted as the Qualifying score. The lower scored pass result will be used to break any ties on higher-scored runs. Any subsequent ties will be determined by qualifying seed order with the competitor placed later in the list-order taking the higher position.

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

6.8.4. Consecutive Qualifying runs will be run back-to-back, with the exception of Circuits where the commute time inhibits this (i.e. Teretonga, Pukekohe). In such cases, and advised in Driver's Briefing, a group of up to **four(4)** cars will enter the circuit together and complete passes in a 'batch', with the second pass immediately after in their 'batch' order.

6.8.5. In the case of a competitor experiencing a mechanical issue either before qualifying or during their first Qualifying pass, the competitor can call a competition time-out as per clause 6.10.1.

6.8.6. Qualifying scoring: Judges will watch a run and mark their scorings on an official scoring sheet or tablet. Judges will utilise a 100-point scoring system for Qualifying scores on their designated aspect. Each Judge will give a score out of 100, and the scores will be calculated according to their weighting (refer Article 6.8.8) to give an overall score out of 100. Any fixed deductions are noted and agreed upon by all three Judges, and that amount will be deducted from the final score.

6.8.7. Qualifying criteria: The clipping points, clipping zones, entry point, and expected criteria will be delivered on the Drivers' Page prior to each Round, and clarified during Driver's Briefing.

(a) Cones or other similar sign markings will denote all clipping points and zones, either inner or outer.

i. Every time an 'Inner Clipping Zone 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.

ii. Hitting an 'Outer Clipping Zone cone' will be counted as off course, and the driver will be scored low.

(b) Light contact, or multiple scuff/rubbing with a wall in the 'Outer Clipping Zone' may result in a point deduction if the hit does not disturb or affect the course of the Driver's run. This means no major corrections were needed by the Driver as a result of the hit and the Driver was still able to maintain good line, speed and angle. If a major hit occurs judges may deem the vehicle to be off course.

6.8.8. Scoring: Each Judge will assess their designated criteria of either **line, angle, and style**, as detailed below:

(a) Line weighting – 60 percent:

For measurement of the vehicle relative to inside clips and outside zones, two areas of focus will be used by the Judges:

i. 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.

ii. 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.

(b) Angle weighting – 20 percent:

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

(c) Style weighting – 20 percent:

Style points are separated into three categories:

- i. Initiation: Fast, explosive, smooth;
- ii. Fluidity: Transitions that are dynamic, accurate, quick, and smooth; and
- iii. Commitment: Consistent throttle, maintain pace, confident approach to edges.

6.8.8.1. Deductions will be made for the following:

- (a) Bobbles
- (b) Wall taps
- (c) One or two wheels the marked track
- (d) Missing zones and clips
- (e) Off-line
- (f) Lack of angle

6.8.9. Incomplete Qualifying runs: If a driver does any of the following in a Qualifying run, the run will be considered an Incomplete Run and the driver will receive one(1) point per Judge.

- (a) Spinning out
- (b) Opposite drift (drifting with the opposite angle required at that point on course)
- (c) Bonnet or doors opening during a run
- (d) Straightening/coming out of drift**
- (e) Three or more wheels off the marked track

6.8.10. Rain Conditions – Qualifying: In the event of heavy rain during Qualifying that does not cause the cancellation of Qualifying, the Judges have the right to make adjustments to the Judging Criteria and will communicate this information to the spotters and drivers on the Official Notice Board.

6.8.11. Qualifying replays: The use of extra replays in Qualifying can be requested by a Judge, but for the run of show, the typical flow will be the driver's run and one(1) replay.

6.9. Tandem Elimination Format/Drift Battles:

6.9.1. Following Qualifying, drivers will be placed into a standard Battle Tree based on their Qualifying position, usually a Top 32 Battle, as per the example in Appendix Two to these Articles.

6.9.2. Tandem Battles are single elimination head-to-head Battles consisting of two(2) runs per Battle, with the winner of the Battle moving on in the bracket.

6.9.3. The higher qualifier must choose if they will take the Lead or Chase position in the first run and will take the other position in the second run of the Battle. If the higher Qualifier does not make the decision as they exit the scrub-zone, the starter will direct them to a lane.

6.9.4. Judges are looking for the driver that performs better overall in the Tandem Battle. The Judges will watch both Run One and Run Two. They will also compare both Lead runs and both Chase runs and then determine which driver was the better overall driver once both runs have been completed. The use of speed guns, slow-motion replays, camera footage from DINZ TV, and **any Series telemetry** may be used to assist in judging.

6.9.5. 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.

- (a) Untypical speed is defined as speeds of equivalent measurement from Qualifying speeds. Drivers must be within 90% of their Qualifying speeds.
- (b) 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 responsibility to ascertain fault. There may be circumstances where the Lead Car is not at fault for the contact, however, it is each Judge's responsibility to ascertain fault.

6.9.5.1. Lead Driver Goals:

- (a) Run the Qualifying line;
- (b) Run a 100-point Qualifying run;
- (c) Run a chaseable lead run; and
- (d) Follow the Accel/Decel Map provided by the Judges.

6.9.6. Chase Car: In general, the Chase Car must:

- (a) Treat the Lead Car as a moving clipping point;
- (b) Run the same basic line as the Lead Car;
- (c) Attempt to gain proximity to the Lead Car's A Pillar (but not in front of front wheels), unless outlined otherwise by the Judges during the Drivers Briefing (this proximity is measured at the Chase Car's front wheel).

Notes:

i. 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.

ii. In the event that 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 as per Article 6.12-6.12.5. In the event of the Lead Car driving off course into a wall, it is the Chase Car's responsibility to know where their car is placed on the track to avoid wall contact.

iii. 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 responsibility to ascertain fault. There may be circumstances where the Chase Car is not at fault, however, it is each Judge's responsibility to ascertain fault. The use of slow-motion replays and camera footage from DINZ TV may be used by the Judges to ascertain fault.

6.9.6.1. Chase Driver Goals:

- (a) Initiate no later than the Lead driver;
- (b) Maintain proximity to the Lead driver with as much duration as possible;
- (c) Match or better the Lead driver's angle;
- (d) Mimic the Lead driver's transitions and line throughout the course; and
- (e) Remain in drift until the finish line has been passed.

6.9.7. Line-Up and Scrub: Drivers are expected to be ready and on the dummy grid in their Battle order.

- (a) The Battle order starts from the top left-hand side of the Diagram in Appendix Two, running down the left-hand side first, then from the top of the right-hand side of the Diagram down.
- (b) Drivers who have exited the track from a previous Battle will be given reasonable time to service their vehicle before being called upon for their next Battle; in which case the Series Clerk of the Course (Drift) can adjust the Battle order to maintain the 'run of the show'.
- (c) Grid Marshals will communicate updates of such vehicle servicing to Race Control.
- (d) If the Series Clerk of the Course (Drift) deems a reasonable amount of time for vehicle servicing for that Battle has elapsed, they can issue an official call via the Grid Marshals for the drivers to present to the dummy grid within one(1) minute. If an official call to present to the dummy grid within one(1) minute is issued, the following can apply:

- i. If neither competitor presents to the dummy grid (notwithstanding enacting a valid competition time-out or authorised collision repair), they will both forfeit the pass and the higher Qualifier will advance to the next bracket.
- ii. If only one driver presents to the dummy grid within the one(1) minute timeframe (not-

withstanding the other enacting a valid competition time-out or authorised repair), they must make a Bye Run to be able to move on in the competition.

iii. If the competitor is unable to complete the Bye Run, neither competitor will move onto the next bracket, thus giving the opponent in the next bracket a Bye Run.

(e) The Series 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 Series Clerk of the Course (Drift).

(f) Scrubbing tyres prior to a run must take in the designated scrub zone, and may not exceed 30 seconds, or the driver may be disqualified from that Battle.

6.9.8. Rain Conditions – Tandem Battle: In the event that rain changes track conditions compared to the previous session, the Clerk of the Course and Race Control will decide how to proceed. Usually this will mean drivers taking a “sight lap” to check track conditions before their Battle, but this may cease if conditions improve or once all drivers have driven the section in the rain conditions.

6.9.9. Commencement of Battle:

(a) 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.

(b) When the course is clear and Judges are ready for the next pass, Race control will advise the start line Official who will then start the Battle in accordance with Article 6.1.

(c) A driver may enact a Competition Time-Out prior to being signalled at the start line, and (if safe to do so) the other driver will wait at the dummy grid for the driver to return, or complete their Bye Run.

6.9.10. Tandem Judging Criteria: Three(3) 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 permitted to converse regarding their observations, however are not permitted to discuss their decision with another Judge.

(a) Driver ‘A’ / Name wins Driver ‘B’ / Name wins ‘One More Time’ (OMT).

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

(c) A maximum of one(1) OMT run can be run per match-up. The Judges must make a decision on the second Battle, however if the scoring criteria does not allow a clear outcome then they can use observations from the first Battle and Qualifying to assist in their decision-making.

6.9.11. Tyre Changing – Debead Rule: A pair of rear tyres is expected to last a complete Battle (two runs) and comply with the Technical Regulation Article of a minimum pressure of 14.7psi (1 bar) to avoid de-beading due to low pressure during a run.

(a) De-bead of a tyre for any reason other than impact with the other car/ripple strip/concrete barrier etc. 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 driver will forfeit any remaining passes.

(b) If de-bead of a tyre was deemed to be due to an impact, the driver may replace the wheel/tyres of both sides to ensure consistency. The opposing driver also has the option to change to ensure one does not have an advantage over the other.

6.9.12. Vehicle Servicing During Tandem Battles: Vehicles cannot be “serviced” between the first and second runs of a Tandem Battle unless enacting a Competition Time-Out under Article 6.10. Servicing examples include activities such as tyre changes, adjustments to tyre pressure and suspension, fuelling, cool-down, etc.

Note: It is mandatory for rear tyres to be used for two consecutive runs, with the exception of Article 6.9.11.

6.10. Competition Time-Out (5-Minute Rule): At any time during the competition, a driver may elect to take a 5-minute ‘Competition Time-Out’. Each driver is allowed one(1) 5-minute ‘Time-Out’, **once during qualifying and once during battles, per Round.**

(a) During the competition, teams can use a Competition Time-Out to perform any necessary repairs, ensuring safety or to fix mechanical failure.

(b) The enacting of the Competition Time-Out must be advised to the grid staff so the Timing Official can be made present.

(c) The 5-Minute Rule cannot be used for either your own or others strategical advantage e.g. polishing your bonnet to delay the event or give a competitor extra time to line up. The Series Clerk of the Course (Drift) may, at any time, call drivers to the start line as per Article 6.9.7 in the interest of good sportsmanship and maintaining event timings.

(d) Any part of the 5-minutes not used will be forfeited, and the 5-minutes cannot be split.

(e) A driver's Competition Time-Out cannot be donated to, or used for, another driver's benefit.

6.10.1. Competition Time-Out Procedure: The 5-minute Time-Out will commence at the moment the competitor's team commences work on the vehicle.

(a) The team will be allowed one(1) minute to set the vehicle on axles stands prior to the 5-minutes starting, however 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 one(1) minute has expired, the driver or team are required to notify the Timing Official to begin timing. Work can only 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 are required 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 and 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 MotorSport New Zealand 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 MotorSport New Zealand Schedule A, Schedule DR and Schedule D1.

(h) Any temporary repairs may need to be addressed before the next phase of competition and may be notified to the team by Officials.

(i) In the event that the 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.

(j) 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.

(k) The 5-minutes will be officially timed by a Timing Official and relayed to the Judges and Series Clerk of the Course (Drift).

(l) The 5-minute Rule cannot be used to change tyres or make adjustments to tyres between passes during a Tandem Elimination Battle, notwithstanding Article 6.9.11.

(m) Members of other competing teams are permitted to assist with repairs of any vehicle at the discretion of the driver or team representative.

(n) 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 Media or TV Staff at any time during the Time-Out.

(o) A member of the driver's team must be present with a fire extinguisher, and to maintain spectators at a safe distance from repairs and the team at work.

(p) A Series Official must be present to oversee the 5-minute Time-Out is carried out correctly.

6.11. Collision Repair/Damage Due To Contact: The Judges will be required to use the majority rule to ascertain fault the cause of contact. If damage resulting from the collision is determined determined to be at no fault of your own, a competition Time-Out of up to 10-minutes may be allocated to that driver to carry out repairs, either between Run 1 & 2 of the Battle the damage occurred in, or between Run 2 of the Battle the damage occurred in and the next Battle.

6.12. Passing Rule: 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 briefing.

6.12.1. 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.

6.12.2. Passing must be done while in drift, without interrupting the line of the car being passed and in the proper line.

6.12.3. If a pass results in contact, the passing car may be penalised.

6.12.4. 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.

6.12.5. 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.

6.13. 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.

6.13.1. 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.

6.14. Inactive Chase: If the Judges deem a Chase Car is not entering at a similar speed or proximity as they have been observed in Qualifying or previous Battles, they may deem this as an inactive chase which would be marked down.

6.15. Examples Of Tandem Battle 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	

6.16. Judges Area and Viewing: All judging is performed from the Judging **Box**/Area.

6.16.1. Only Judges, Staff, and Officials are permitted in the Judges Box/Area during Qualifying and Battles unless specifically invited by the Judges.

6.17. Once eliminated, drivers are expected to return their vehicle to display position in front of their pits for media purpose until completion of competition, keeping the pit transit areas clear for vehicle movement for those still in competition.

7. Judging Inquiry

7.1. Judging Inquiry Criteria: Judging Inquiries will be allowed in all rounds of Tandem Battle competition except the 3rd/4th and 1st/2nd position Battles. The composition of Qualifying scores are not subject to Inquiry.

7.1.1. Judging Inquiries must be lodged on an action that is alleged to have been 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 [number] went off track with three wheels at [location]".

7.1.2. A DINZ Judging Inquiry is defined as an action that is indisputable, visual evidence and not subject to a Judge's opinion.

7.1.3. External data or video is not permissible in the evaluation of a Judging Inquiry.

7.1.4. Only Official DINZ data and camera footage will be allowed in a review of a Judging Inquiry.

7.2. Lodging a Judging Inquiry: Judging Inquiries are expected to be well-founded, reasonable, logical, and based on sound evidence.

7.2.1. Every Judging Inquiry shall be made in writing on the DINZ Judging Inquiry form, found on the DINZ Drivers page or DINZ discord.

7.2.2. The Judging Inquiry form needs to be lodged complete, with all sections filled out, and must specify which Article of the DINZ Accredited Series Articles or Regulations is in question, signed by the driver, spotter, or team representative lodging the Judging Inquiry.

7.2.3. The Judging Inquiry form must be presented to the Competitor Relations Officer (CRO) within the timeframe specified in the chart below. Competition Battle results are considered final once 10 minutes have elapsed following the conclusion and posting of a result for the final Battle of that bracket.

Inquiry and Time Limitation Chart:

Bracket	Time Limitation
Top 32	Within 10 minutes of the Top 32 bracket Battles being completed
Top 16	Within 10 minutes of the Top 16 bracket Battles being completed
Top 8	Within 10 minutes of the Top 8 bracket Battles being completed
Top 4	Within 5 minutes of the Top 4 bracket Battles being completed

7.2.4. The CRO will present the form to the Review Judge immediately, if there is sufficient information to be able to review it. If the CRO or Review Judge deems the Inquiry Form to be incomplete, the CRO will advise the inquirer. It is then the inquirers responsibility to complete the form and return it to the CRO.

7.3. Reviewing Competition Judging Inquiries: There are three steps to each Judging Inquiry:

(a) Determining validity:

Is the Judging Inquiry valid? A valid Judging Inquiry questions whether the action in question would have resulted in an incomplete run or a change of result to the driver being questioned?

(b) Determining soundness:

Is the Judging Inquiry sound? A sound Judging Inquiry means that the claims are indisputable and true.

(c) Adjudication:

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

7.3.1. The Review Judge may overturn the call, ask for the Battle to be re-run or make any decision that they determine to be an appropriate remedy for the situation.

7.3.2. 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.

7.3.3. If the Review Judge determines that the call will not be changed or modified, the call will stand.

8. Penalties, Protests And Appeals

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

9. Force Majeure

9.1. Force Majeure Committee: In the event a competition cannot be completed due to unforeseen circumstances, the Committee will be convened, comprising the following members: Series Clerk of the Course (Drift), Series Coordinator, and appropriate Officials. The Series Clerk of the Course (Drift) will decide on appropriate actions as provided for below.

9.2. Force Majeure Procedures: If a competition cannot be completed due to force majeure, or breaching Event Permits or Venue Permits, the Committee may be forced to cancel the Event, or part of the Event.

- 9.2.1.** If force majeure for the full Event is enacted before a Qualifying session is complete, 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.
- 9.2.2.** If force majeure for the Qualifying sessions of the event is enacted, such as dangerous rain conditions, extended recoveries combined with venue curfews or other extenuating circumstances, the Qualifying session may be moved to the Battle day. If this is deemed unfeasible, Qualifying order will be established by previous Round ranking or by previous Series ranking.
- 9.2.3.** 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.
- 9.2.4.** If The Committee determines that the best possible outcome for the Event is postponement or rescheduling of the competition, all points awarded for that competition may be null and void.
- 9.3.** Time Critical – Finals: If the Event in question has reached the Finals Bracket of a Tandem Elimination Battle Tree, the following procedure will be enacted;
- 9.3.1.** If the Battle for 3rd place has both competitors called to the line, but neither have made the starting grid due to vehicle servicing OR if the Clerk of the Course deems the Battle will not proceed due to time constraints, it will be determined to be a draw. Points will be awarded to both competitors in-line with 3rd place as per Article 12.3.
- 9.3.2.** If the Battle for 3rd place has both competitors called to the line but only one competitor ready on the starting grid (representing Article 6.9.7(d)(i)), the competitor on the starting grid will win 3rd place, with points issued as per Article 12.3.
- 9.3.3.** If the Battle for 1st place has both competitors called to the line, but neither have made the starting grid due to vehicle servicing OR if the Clerk of the Course deems the battle will not proceed due to time constraints, then the higher Qualifier will be awarded the 1st place trophy and Round prize, but points will be awarded to both competitors in-line with 1st place as per Article 12.3.
- 9.3.4.** If the Battle for 1st place has both competitors called to the line but only one competitor ready on the starting grid (representing Article 6.9.7(d)(i)), the competitor on the starting grid will be awarded 1st place, with points issued as per Article 12.3.
- 9.3.5.** 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.

10. Parc Ferme

- 10.1.** 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 NSC Article 60.

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

11. Team Manager/Representative And Spotters

- 11.1.** A Team Manager or representative must be elected to liaise with Officials if required. They should be present with the driver at Drivers Briefings and be authorised to make decisions or advise on behalf of the driver.
- 11.2.** Spotters, where nominated, are permitted to occupy the Spotter area. Spotters will be issued a spotter's wristband if access requires.

12. Points

- 12.1.** Qualifying Pass Points: Each competitor will be scored by the Judges for each Pass.
- 12.2.** 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.
- 12.3.** Series Points will be allocated to drivers in each Class at each Round as follows:

Qualifying Position	Points
1	14
2	12
3	10
4	8
5-8	6
9-16	4
17-24	3
25-40	2

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

12.4. Ties

- 12.4.1.** At the conclusion of the Series, if there is a tie in the Series points, the driver with the most 1st place round results during the season will break the tie.
- 12.4.2.** Further Round ranking results can be used to break subsequent ties.
- 12.4.3.** In the event that, after these rankings have been calculated, two(2) or more drivers have the highest total number of points (i.e. a tie) the Champion will be determined as described above. The same process will be followed to determine Class Place winners.

13. Awards

- 13.1.** 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.

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

13.2.1. Pro-Class: Pro Champion
2nd in Pro
3rd in Pro

13.2.2. Pro-Sport Class: Pro-Sport Champion
2nd in Pro-Sport
3rd in Pro-Sport

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

14. Television And In-Car Cameras

14.1. 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, their appointed official, or a Meeting Official on request.

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

14.3. Series In-Car Cameras: Any vehicle shall, if required by the Series Coordinator, carry a Series-supplied camera. This camera will be installed in selected cars to provide:

- (a) The nominated video production company with high quality images;
- (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.

14.3.1. If fitted in their vehicle, it is the Competitor's responsibility to ensure the Series In-car Camera is switched on and recording at all times during Practice (Testing), Qualifying and Battles. For cameras interfered with, a penalty will apply as per NSC.4

15. Team Apparel

15.1. 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 team apparel.

15.2. Team apparel must be professional and presentable at all times. All branding on items such as but not limited to team apparel, team equipment and the competition vehicle, that DINZ Series Officials deem offensive, inappropriate or controversial will be required to be removed.

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

15.4. Only team members wearing their team's team apparel are allowed in Dummy grid or TV areas including the grid.

16. Branding

16.1. Driver and team apparel, helmet, vehicle, and driver pit spaces are open to branding by sponsors, as long as they meet Article 15.2.

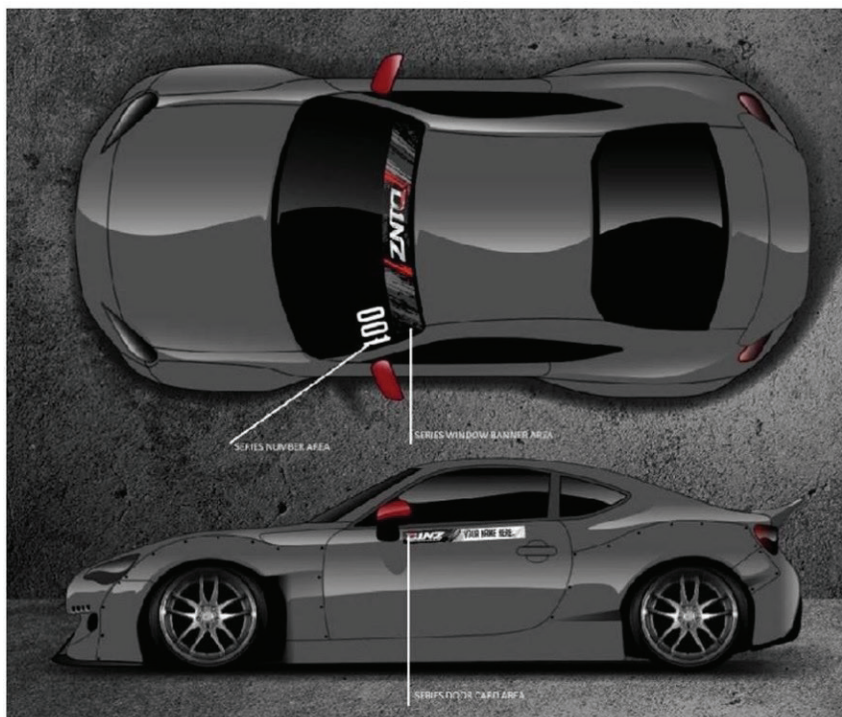
16.2. Areas outside of the drivers' pit area are subject to Series Sponsor protection.

16.2.1. No competing or conflicting brands to Series Sponsors may be displayed, activated, sampled, or promoted within the Venue, with the exception of Article 16.1.

- 16.2.2. All trade stand operators, exhibitors, and activation partners must obtain prior approval in writing from the Promoter before participating in the Event.**
- 16.2.3. The Promoter reserves the right to decline, remove, or modify any trade stand, activation, or branding that conflicts with existing Series Sponsorship obligations.**
- 16.2.4. No unauthorised signage, banners, or branding shall be visible from the broadcast feed or Official Photography areas.**

APPENDIX ONE – Decal Assignment

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)		



APPENDIX TWO – Battle Brackets

[illegible]