

D1NZ ARTICLES



THE D1NZ NATIONAL
DRIFTING CHAMPIONSHIP

2025

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ARTICLES GOVERNING THE 2025 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 – 2025 Schedule D1.
- The Event Supplementary Regulations.

The Series is held under a MotorSport NZ Sanctioning Permit No: 249031

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
D1NZ-25-A001	5 March 2025	6.8	Initially addressed having a mechanical issue during pass one, but not prior to pass one.

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

“**Bye Run**” means a non-judged lap to prove 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; and

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

“**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.

“**D1NZ 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 runs are judged and based on a number of predetermined 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; and

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

“**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. One More Time (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; 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:

- a) 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.*

- b) Foreign participants may compete in the Series in accordance with Appendix One, Schedule L, Article 6.1 of the Motorsport New Zealand Manual.
- c) 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:

- a) Eligibility shall be for drift cars complying with the specifications set out in Schedule D1.
- b) 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.
- c) 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 until corrected in the Series.
 - (2) 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 2.2 c) 1) will be applied.
 - (3) Any decals and/or advertising on the competition vehicle must not be offensive to the general public. Offending decals are to be removed or penalty as outlined in 2.2 c) 1) will be applied.
 - (4) There are to be no decals or advertising of competitor tyre brands outside of the Control Tyre brands listed in the Technical Regulations.
 - (5) All advertising on competing vehicles must comply with National Sporting Code Articles 56 and 57.

- d) **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.

e) 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) Any car on the circuit must have display the decals under clause 2.2.3.
- (3) 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.
- (4) Once a driver is lined up at the qualifying start line for their first pass, a driver cannot change cars.

2.3 CLASSES:

- a) **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.
- b) **Pro-Sport:** Eligibility shall be for Competitors who do not meet the eligibility requirements of the Pro- Class.
- c) Competitors may not change classes, except that the Series Coordinator, at their absolute discretion, may reclassify a competitor prior to their first round entered.
- d) Pro-Sport competitors that have placed in the Top 8 for two consecutive seasons are recommended to move to Pro Class.

3 SERIES PERSONNEL:

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 Clerk of the Course (Drift): Justin Lewis
Mobile Phone No: 027 300 6242
E-mail: justin@gritmotorsport.com

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.

- (e) Liaise with event Officials on any sporting aspect of the Series.

3.2 Series Coordinator: Jo Maulder

Mobile Phone No: 021 142 7174

E-mail: jo@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, 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,
- (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.

3.3 Series Scrutineer:

Adam Maulder

Mobile Phone No:

021 255 9921

E-mail:

admin@dkmfabrication.co.nz

Series Assistant Scrutineer:

Lance Hastie

Mobile Phone No:

021 329 909

E-mail:

lance@comtechnology.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; and
- (c) Undertake technical eligibility checking; and
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and
- (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; and
- (f) Liaise with event Officials and the Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (g) 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.

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

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

- (a) 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; and
- (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, the judges will 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,
- (e) Determining responsibility for any contact/incidents on track.

3.5 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.

3.6 D1NZ Judges Assistant: Phil Coleman

Who is responsible for and authorised on the Club's behalf to: To maintain records of qualifying scores, charts, and results for all events; and

- a) Compiling and distributing official results for all qualifying and head-to-head battles; and
- b) To maintain the D1NZ judging and scoring system.
- c) Undertake the duties of a Judge of Fact (NSC 86(1)(c)) concerning all results.

3.7 Timing Official: shall be listed in the Event Supplementary Regulations and 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 Clerk of the Course (Drift) in regards to starting and completing the 5-minute time-out rule, and of any breaches of the rule.

4 SERIES REGISTRATION AND EVENT ENTRY:

Registration into the Series shall be made through the Series Coordinator (jo@gritmotorsport.com), who will provide a google form link, also available at sporty.co.nz/driftclubnz

4.1 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, and
- b) Agree to comply with these Articles, and those of the National Sporting Code, and



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- 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.

4.2 Event Entry: entry to each event must also be submitted via MotorSport Online for permit, scrutineering and sign-on purposes. These will be communicated out to all drivers when each event is available to enter.

4.3 Entry Fees: The entry fees will be either (a) or (b):

- a) **Total Season Entry Fees (incentive registration)** for entries covering the full season paid prior to 30 January 2025 (incentives detailed in entry form)
 - D1NZ Pro - \$5,750.00 (GST inclusive)
 - D1NZ Pro Sport - \$4,600.00 (GST inclusive)
- b) **Casual Entry (round by round basis)** for entries not covering the full season paid in full by 30 January 2025, for which are due for each round by the Wednesday prior to the event:
 - D1NZ Pro - \$1,380.00 (GST inclusive) each for Round 3,4,5, and \$2,070.00 for Rounds 1+2.
 - D1NZ ProSport - \$1,104.00 (GST inclusive) for Round 3,4,5, and \$1,656.00 for Rounds 1+2.
- c) **Refunds:** Season entries are non-refundable. Casual (round entries) are 50% refundable if withdrawing 4 weeks or more prior to the event start date.

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

5 SERIES STRUCTURE:

Prior to the start of the Series, there shall be a Technical Check and Media Day that all Drivers must attend with their vehicle. Vehicles must be presented in compliance with Schedule D1.

	Date	Venue
Technical Checks	30 January 2025	Taupo Tyre Solutions
Media Day	30 January 2025	Taupo Motorsport Park

5.1 The Series will comprise the following Rounds.

Round	Date	Venue	Nearest City
1	31/01/2025 - 01/02/2025	Taupo Motorsport Park	Taupo
2	31/01/2025 + 02/02/2025	Taupo Motorsport Park	Taupo
3	07/03/2025 - 08/03/2025	GoMedia Stadium	Auckland
4	11/04/2025 - 12/04/2025	Manfeild Park Raceway	Feilding
5	25/04/2025 - 26/04/2025	Mercury BayPark Stadium	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 ROUND FORMAT:

6.1 START LINE PROCEDURE

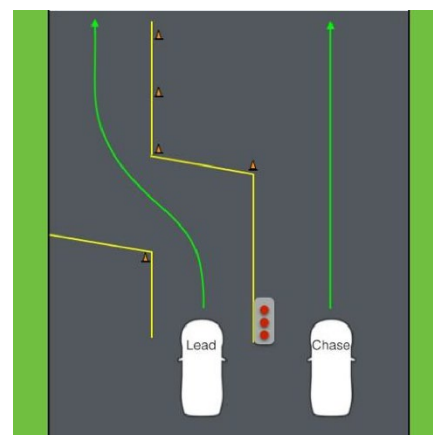
The start line is situated at the beginning of the course and is the official starting point of each qualifying run and tandem battle. There may be a light sequence or a hand signal count-down given by the start-line official, signalling when the vehicle(s) can leave the start line.

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. The 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.



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.
- b) Judges 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:

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).

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

6.7 TYRE MARKING:

- a) Tyre marking: Tyre marking for the Pro-class will take place outside the competitors pit garage at each round one hour prior to Qualifying. Any change in time for this 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

- b) It is the Competitor's responsibility to ensure that tyre markings remain clearly visible; 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 OVERVIEW

The point 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 page prior to the event and discussed further at driver's briefing.

a) **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.

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

- c) **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.

- d) 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.

- e) If a driver misses their assigned qualifying order position, they will forfeit the ability to complete 2 passes; the driver can present to the dummy grid before the end of their class's qualifying session and complete a single judged qualifying pass.

6.9 QUALIFYING SCORING

Judges will watch a run and mark their scorings on an official scoring sheet or tablet. The 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 6.11) 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.

6.10 QUALIFYING CRITERIA

The clipping points, clipping zones, entry point and expected criteria will be delivered prior to each event, and clarified during the drivers briefings.

- a) 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.
- b) Hitting an 'Outer Clipping zone cone' will be counted as off course and will be scored low.

- c) 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 Driver's 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 deem the vehicle to be off course.

6.11 SCORING

Each Judge will assess their designated criteria of either **line**, **angle** and **style**.

a) 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.

b) Angle weighting - 30 percent

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

c) Style weighting - 30 percent

Style points are separated into three categories:

- a) Initiation: Fast, explosive, smooth; and
- b) Fluidity: Transitions that are dynamic, accurate, quick, and smooth; and
- c) Commitment: Consistent throttle, maintain pace, confident approach to edges.

6.12 DEDUCTIONS WILL BE MADE FOR THE FOLLOWING:

- a) Bobbles
- b) Wall taps
- c) 1-2 wheels off course
- d) Missing zones and clips
- e) Off-line
- f) Lack of Angle

6.13 INCOMPLETE QUALIFYING RUNS EXAMPLES

If a driver does any of the following mistakes in a qualifying run, the run will be considered an INCOMPLETE RUN and the driver will receive 1 point per judge.

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

6.14 RAIN CONDITIONS – QUALIFYING

In the event of heavy rain that does not cause 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.

6.15 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 replay.

7 TANDEM ELIMINATION FORMAT / DRIFT BATTLES

7.1 The qualified drivers are placed into a standard battle tree based on their qualifying position, usually a Top 32 battle, as exemplified in Appendix Two to these articles.

- a) The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket.
- b) The higher qualifier will always lead the first run, and chase in the second.

7.2 Judges are looking for the driver that performs better overall in the tandem battle. The Judges will watch both Run 1 and Run 2. 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.

7.3 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.

7.3.1 LEAD DRIVER GOALS:

- a) Run the qualifying line
- b) Run a 100 point qualifying run
- c) Run a chaseable lead run
- d) Follow the Accel/Decel map given by the judges

7.4 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.

7.4.1 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
- e) Remain in drift until the finish line has been passed

7.5 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.

7.6 LINE-UP & SCRUB:

7.6.1 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, running down the left-hand side first, then from the top of the right-hand side of the diagram down.
- b) Drivers whom 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 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 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 1 minute.
- e) If an official call to present to the dummy grid within 1 minute is issued, the following can apply:
 - f) If neither competitor presents to the dummy grid (not withstanding enacting a valid 5-minute call or authorised collision repair), they will both forfeit the pass and the higher qualifier will advance to the next bracket.
 - g) If only one driver presents to the dummy grid within the 1 minute timeframe (not withstanding the other enacting a valid 5 minute call or authorised repair), they must make a Bye Run to be able to move on in the competition.
 - h) 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.
 - i) 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).
 - j) Scrub prior to a run may not exceed 30 seconds, or the driver may be disqualified from that battle.

7.7 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 stop if conditions improve or once all drivers have driven the section in the rain conditions.

7.8 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 whom will then start the battle in accordance with clause 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.

7.9 TANDEM JUDGING CRITERIA

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 over what they have observed but 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 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.

7.10 TYRE CHANGING – DEBEAD RULE

A pair of rear tyres is expected to last a complete battle (2 passes) and comply with the technical regulation clause of a minimum pressure of 14.7psi (1 bar) to avoid de-beading due to low pressure during a pass.

- 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 vehicle will forfeit any remaining passes.
- b) If de-bead of a tyre was deemed to be due to an impact, both drivers may change tyres to ensure one does not have an advantage over the other.

7.11 VEHICLE SERVICING DURING TANDEM

Vehicles cannot be "serviced" between the first and second runs of a tandem battle unless enacting a competition time-out under clause 7.12. 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, with the exception of Clause 7.10.

7.12 COMPETITION TIME-OUT (FIVE MINUTE RULE).

At any time during the competition, a driver may elect to take a 5-minute 'Competition Time Out'. Each driver gets 1 (one) 5 minute 'Time Out' per round.

- a) During the competition, teams can use a Competition Timeout to perform any necessary repairs, ensuring safety or to fix mechanical failure.
- b) 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 competitor extra time to line up. The Clerk of the Course (Drift) may at any time call you to the line as per 7.6 in the interest of good sportsmanship and maintaining event timings.
- c) Any part of the 5 minutes not used will be forfeited, it cannot be split.
- d) A driver's 5-minute 'Time Out' cannot be donated to, or used for another driver's benefit.

7.13 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 axles 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.
- 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 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.
- 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 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 clause 7.10.
- m) Members of other competing teams are able to assist with repairs of the 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 TV or Media 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 five(5) minute 'time out' is carried out correctly.

7.14 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 to be at no fault of your own, a competition time-out of up to

10 minutes may be allocated for you 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.

7.15 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.

- a) 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.
- b) Passing must be done while in drift, without interrupting the line of the car being passed and in the proper line.
- c) If a pass results in contact, the passing car may be penalised.
- d) 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.
- e) 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.

7.16 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.

- a) 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.

7.17 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.

EXAMPLES OF TANDEM BATTLE DECISIONS:

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
3	Judge 1	Driver A	One More Time
	Judge 2	One More Time	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
4	Judge 1	Driver A	One More Time
	Judge 2	Driver B	
	Judge 3	One More Time	

7.18 JUDGES AREA AND VIEWING:

All judging is performed from the top of the Judging Stand.

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

8 JUDGING INQUIRY

8.1 JUDGING INQUIRY CRITERIA

- a) Judging inquiries will be allowed in all rounds of tandem competition except the 3rd/4th & 1st/2nd position battles. The composition of qualifying scores are not subject to inquiry.
- b) 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”.
- c) 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.
- d) External data or video is not permissible in the evaluation of a Judging Inquiry.
- e) 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.

- a) Every Judging Inquiry shall be made in writing on the D1NZ **Judging Inquiry** form.
- b) 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
- c) The Judging Inquiry form must be presented to the CRO within the timeframe specified in the chart below. Competition battle results are considered final once 10 minutes have elapsed from the conclusion and giving 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

- d) The CRO will bring the form to the review judge immediately, if there is sufficient information to be able to review it.

8.3 REVIEWING COMPETITION JUDGING INQUIRIES

- a) There are three steps to each Judging Inquiry:
- b) Determining Validity.
- c) Determining Soundness.
- d) Adjudication

- e) 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?
- f) Is the Judging Inquiry sound? A sound Judging Inquiry means that the claims are indisputable, true.
- g) If a Judging Inquiry is found to both valid and sound, the Review Judge will then decide how to adjudicate the battle.
- h) 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.
- i) 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.
- j) If the Review Judge cannot agree to change or modify the call, the call will stand.

9 PENALTIES, PROTESTS AND APPEALS

9.1 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 Clerk of the Course (Drift) will decide on appropriate actions as provided for below.

10.2 FORCE MAJEURE PROCEDURES

- a) 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, or part of the event.
- b) If Force Majeure for the full event 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.
- c) If Force Majeure for the qualifying section 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 unfeasible, qualifying order will be established by previous round ranking or by previous season ranking.
- d) 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.
- e) 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 FORCE MAJEURE - TIME CRITICAL: FINALS

If the event in question has reached the Finals bracket of a Tandem Elimination Battle Tree, the following rules will be enacted;

- a) 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 Clause 13 of these articles.

- b) 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 Clause 13.
- c) 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 Clause 13.
- d) 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 Clause 13.
- e) 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 Clause 13.
- f) 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 Clause 13.
- g) 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.*

11.1 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 if access requires.

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:

- a) 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.
- b) Further round ranking results can be used to break subsequent ties.
- c) 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.
- d) 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:

- a) Pro-Class:
 - Pro Champion
 - 2nd in Pro
 - 3rd in Pro
- b) Pro-Sport Class:
 - ProSport Champion
 - 2nd in Pro-Sport
 - 3rd in Pro-Sport
- c) **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 or their appointed official, or an appointed 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 may be installed on cars to provide:

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

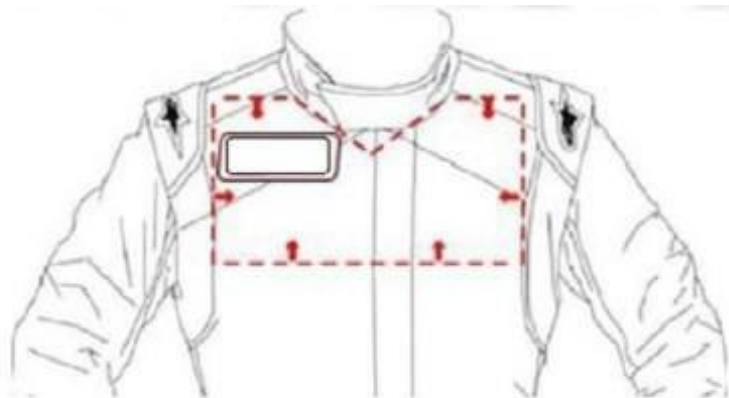
15 TEAM APPAREL

- 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 apparel.
- 15.2** Team apparel must be professional and presentable at all times. Any and all branding on items such as but not limited to team apparel, team equipment and the competition vehicle that D1NZ deems 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 regulations.
- 15.4** Only uniformed team members are allowed in "hot" areas including the grid.

Appendix One

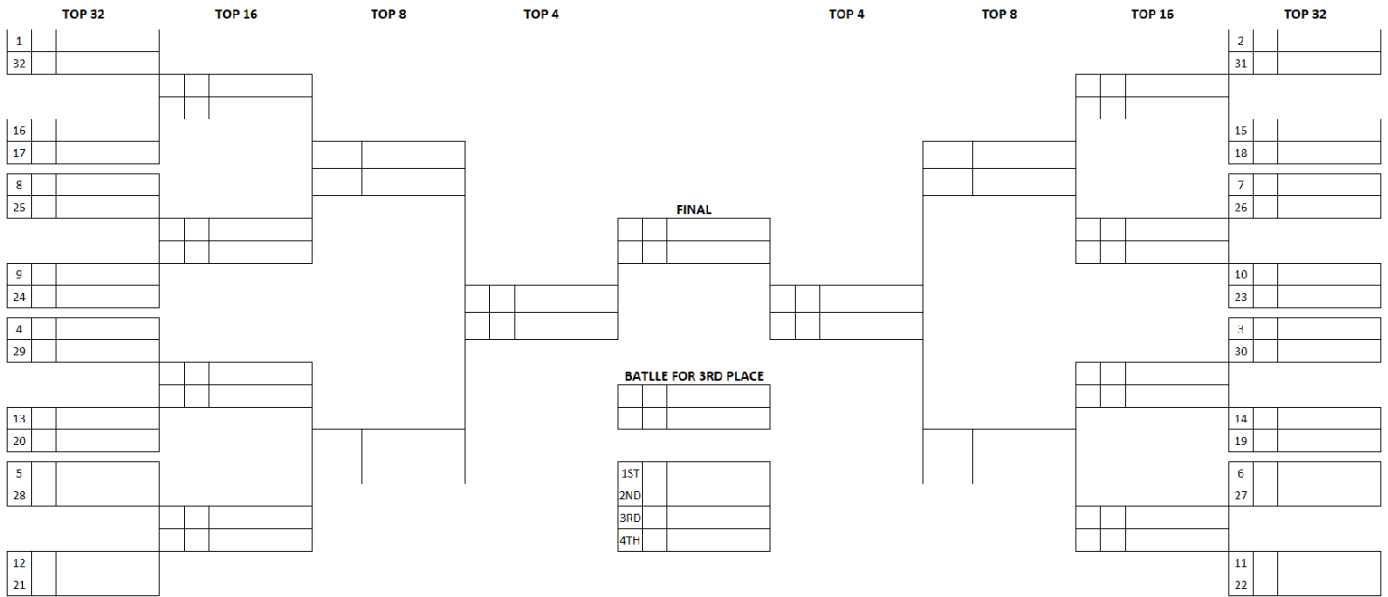
Decal assignment

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)
Driver breast patches		Contact Series Co-ordinator to obtain digital file.



Appendix Two

Battle Brackets





GT RADIAL



OFFICIAL TYRE OF D1NZ

CHAMPIRO SX2

SPORTACTIVE 2

CHAMPIRO VP1

ADVENTURO AT3

