



D1NZ NATIONAL DRIFTING CHAMPIONSHIP 2023 ARTICLES



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ARTICLES

PREAMBLE:

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

THE SERIES IS HELD UNDER A MOTORSPORT NZ ACCREDITED PERMIT NO: 230146

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

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule DR,
- The Technical Regulations - Schedule D1,
- The Independent Drivers Rules,
- The Supplementary Regulations issued by the Inviting Clubs.

1. INTERPRETATION:

- In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:
- "The Series" means the D1NZ National Drift Championship Series for cars complying with Schedule D1; and
- "The Club" means the Drift Club of New Zealand Inc; and
- "Round Organiser" or "Inviting Club" means the MotorSport NZ Member Club organising a Meeting and/or Event which is a Round of the Series; and
- "National Sporting Code" or "NSC" means the National Sporting Code issued by MotorSport NZ from time to time; and
- "Battle" means two(2) drivers completing two(2) passes in succession, with each driver having one(1) lead and one(1) chase pass.
- "Battle Tree" means a schedule of elimination Battles in a Drift Meeting. Competitors are seeded with the top ranked driver drawn against the lowest ranked driver, the second highest ranked driver drawn against the second lowest ranked driver and so on. The number of seeds is based on the size of the field.
- "DNQ" means Did Not Qualify, by either ranking above 32 in the field for qualifying, or by not meeting the criteria of IDR section (6) to receive 1 point for the run.
- "DNE" means Did Not Enter, by not attending the event.
- "Pass" means a single run through the drift zone, which is scored by the Judges.
- "Review Judge" means the official responsible for reviewing the Judges result of a Battle upon an Inquiry submitted by a Competitor.
- "Round" means each Meeting and / or Event, the results of which qualify for points in the Series.
- "Spotter" means an optional observer nominated by the competitor to observe the competition and to convey information to the competitor from the Judges and Organisers. A Spotter may represent more than one(1) competitor.

2. OBJECTS:

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

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

3. ELIGIBILITY:

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

Note: 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 (L2S) Licence or higher Competition Licences and Trans-Tasman Visas may enter the Series and be eligible for awards.

3.1.1 All drivers shall be financial members of a MotorSport NZ affiliated member Club.

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

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

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

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

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

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

3.5 Pro-Sport competitors that have placed in the Top 8 for two consecutive seasons must move to Pro-Class.

4 SERIES PERSONNEL:

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

4.1.1 Series Coordinator: Brendon White Mobile Phone No: 021 274 5580

Email: brendon@d1nz.com

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

(1.1.a) Deal with all administrative matters including receiving all Round entries; and

(1.1.b) Record and publish all Series points schedules; and

(1.1.c) Liaise with Inviting Clubs on all matters pertaining to these Articles; and

(1.1.e) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC; and

(1.1.f) Ensure correct placement of decals on vehicles contesting the Series.

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

4.1.2 Series Scrutineer: Daniel Harris Mobile Phone No: 027 367 8388

Email: dansco.auto@gmail.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:

(1.2.a) Deal with all technical matters pertaining to the Series; and

(1.2.b) Affix official seals as and when deemed appropriate; and

(1.2.c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations; and

(1.2.d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle; and

(1.2.e) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and

(1.2.f) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category; and

(1.2.g) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven.

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

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

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

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

NZXMS Ltd / D1NZ PO Box 316083

Wairau Valley Post Centre Auckland 0760

info@d1nz.com

5 SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds:

Pro-Championship:

Series Position	Date	Venue	Region	Competition Date
Round 1	February 3 - 4 2023	Hampton Downs Motorsport Park	Waikato	Saturday 4 February
Round 2	February 17 - 18 2023	Mt Smart Stadium	Penrose / Auckland	Saturday 18 February
Round 3	March 18 - 19 2023	Taupo Motorsport Park	Central Plateau	Sunday 19 March
Round 4	April 15 - 16 2023	Manfeild Circuit Chris Amon	Feilding / Manawatu	Sunday April 16
Round 5	May 12 - 13 2023	Baypark Stadium	My Maunganui / Bay of Plenty	Saturday April 29

Pro-Sport:

Series Position	Date	Venue	Region	Competition Date
Round 1	February 10 - 11 2023	Hampton Downs	Waikato	Saturday 11 February
Round 2	February 17 - 18 2023	Mt Smart Stadium	Penrose / Auckland	Saturday 18 February
Round 3	April 10 2023	Taupo Motorsport Park	Central Plateau	Easter Monday 10 April
Round 4	May 12 - 13 2023	Baypark Stadium	My Maunganui / Bay of Plenty	Saturday May 13

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

6 ROUND FORMAT:

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

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

6.2 Class Qualifying Battle Pool Format or Single Pass: For each Class the Qualifying order shall be Round following Round 1 the Championship points from the previous event will be used for drawing of the Pool Format. At the conclusion of the qualifying battles the top 32, 24 or 16 scoring drivers will qualify to contest the Finals Elimination battles, the remainder are eliminated from the competition in the Round.

6.2.1 The Class Qualifying Battle Pool format will have a minimum of two battles and a maximum three per driver (Lead and Chase) Point allocations for battles will be in the 2023 Judges Rule book.

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

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

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

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

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

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

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

(4) 3rd/4th Battle: (1) The Top 4 unsuccessful drivers shall contest for 3rd and 4th place in the Round. Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the higher qualifying driver leading on the first pass and the lower qualifying driver leading on the second pass. The winner of the elimination battle shall be the driver judged successful from both Passes, or any re-run battle, and will be awarded 3rd place for the Round. The unsuccessful driver will be awarded 4th place for the Round.

(5) Round Final Battle: The Top 4 winning drivers shall contest for 1st and 2nd place in the Round. Drivers will compete in a single elimination battle consisting of two(2) passes (one(1) lead, one(1) chase) with the higher ranked driver leading on the first pass and the lower ranked driver leading on the second pass. The winner of the elimination battle shall be the driver judged successful from both Passes, or any re-run battle, and will be awarded 1st place for the Round. The unsuccessful driver will be awarded 2nd place for the Round.

6.4 BATTLE PROCEDURES:

(1) Starting and flag procedure: Flags will be used in compliance with Schedule DR.

Additionally, start lights will be used for all Battles and may be used for practice and qualifying when a full circuit is not used.

(2) Commencement of Battle: The second competitor will have a maximum of one (1) minute to be positioned on the start line for the commencement of the battle, taken from the nominated starting time, or the time the first competitor arrives at the starting line, whichever comes later. Competitors not positioned on the start line and ready to start, at that latest time shall forfeit the battle.

(3) Scoring: For each Battle, Judges must publish their results as soon as practicable.

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(4) Five(5) Minute Timeout: A competitor is permitted one(1) Five(5) Minute Timeout at each Round of the Competition. The competitor may at any time during Battle competition as detailed at Article 6.3, request to the Clerk of the Course, or their nominated assistant, to use their Five(5) Minute Timeout. The five(5) Minutes Timeout will commence at the moment the competitor's team commences work on the vehicle.

6.5 TEAM MANAGER/REPRESENTATIVE AND SPOTTERS:

(1) A Team Manager or Representative must be elected to liaise with Series 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.

(2) Spotters, where nominated, are permitted to occupy the Spotter area. Spotters will be issued an identification lanyard.

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

7 SERIES ENTRY:

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

7.2 By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code and thereby become eligible for the awards and other benefits available under these Articles.

7.2.1 Series Entry Fee: The series entry fee will be:

(1) Pro-Class: \$4,500.00 (incl GST).

(2) Pro-Sport Class: \$2,800.00 (incl GST).

7.2.2 Refunds: A 50% refund of the Series entry fee will be granted to Entrants withdrawing from the Series prior to the first Round entered with 3 weeks' notice. The series entry fee is non-refundable from the date of the first round entered.

7.2.3 Payment terms for season: Payment for full season entry must be made in full the day prior to Round 1 commencing.

7.3 Round Entry: Entry to each Round of the Series (which is separate to the Series Entry) should be made through the google form link available at d1nz.info/enter-d1nz
Any entry will not be deemed valid until payment is received. The maximum number of entries for each Class at any Round shall be forty(40).

7.3.1 Payment terms for round entry: Payment for per round entry must be made in full by the Wednesday prior to that round commencing.

7.4 CONDITION OF ENTRY:

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

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

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

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

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to do so will result in exclusion from the round.

8 POINTS:

8.1 Qualifying Pass Points: Each competitor will be scored by the Judges for each Pass. Point allocations will be in the Judge's Rule book. These will be available from the Series Coordinator on request.

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

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

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

Qualifying Position	Points	Overall Position	Points
1	14	1	100
2	12	2	80
3	10	3	64
4	8	4	64
5 - 8	8	5 - 8	48
9 -16	6	9 -16	32
17 - 32	4	17 - 32	16
		DNQ	1
		DNE	0

AWARDS

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

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

(3.1) Pro-Class:

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

(3.2) Pro-Sport Class:

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

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

8.5 Ties: In the event that two (2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined as described in NSC Appendix Four, Schedule Z Article 9.6 .

9.5 In the event that two (2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined by taking into account, firstly, the number of first placings obtained and progressing down the finishing

positions in all the events counting for the Championship or Series until the tie is broken. If an equal result is still obtained, MotorSport NZ shall, after taking into account such consideration as they deem to be desirable and/or convenient, either declare a winner OR declare two (2) or more drivers (as may be appropriate) to be equal winners of the Championship.

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

10 PENALTIES, PROTESTS AND APPEALS

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

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

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

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

10.5 JUDGING INQUIRIES:

(1) A Competitor may submit an Inquiry into any result made by the Judges in accordance with Article 6.4(3). Such Inquiry shall be made to the CRO or Review Judge prior to the Competitor starting the next level of Battle, or within ten 10 minutes of elimination.

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

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

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

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

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

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

- Abuse of officials
- contact between competitors' vehicles outside of the judged section
- dangerous or careless driving causing or likely to cause a collision
- Breaching pit lane regulations, including burnouts or speeding in pit lane
- behaving in a manner deemed unsportsmanlike

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

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11 PARC FERME

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

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

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

12 DECALS

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

12.2 The Series Coordinator will allocate and supply competition numbers to all Competitors/Entrants of the Series. Last season's Competitors may request their same number again; excepting that the actual numbers will be issued on a '1st come' basis, and excluding numbers '1' '2' and '3'

which will be allocated (in that order) to the previous season's Series 1st, 2nd and 3rd overall placed.

One(1) set of decals will be supplied free, replacements thereafter at current cost.

12.3

(1) All advertising on competing vehicles must comply with National Sporting Code Articles 56 and 57.

(2) Decals and/or advertising may not be placed in any location on the competition vehicle that obstructs the Drivers view to the front or to the rear.

(3) Any decals and/or advertising on the competition vehicle must not be offensive to the general public.

(4) All decals and/or advertising must be printed or painted to a professional standard.

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

13 TELEVISION AND IN-CAR CAMERAS

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

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

13.2 Series In-Car Cameras: Any 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

(c) Series officials with relevant video footage to assist in judicial investigations.

13.2.1 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.

14 DRIVER APPAREL

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

(1) Protective Helmet in compliance with Appendix Two, Part One, Schedule A, and

Note: A Frontal Head Restraint (FHR) in compliance with FIA Standard 8858-2002 or 8858-2010 is strongly recommended at all venues, and have been ruled compulsory at some of the circuits we operate in. Competitors should be familiar with Appendix Two, Schedule A Article 4.2 when using FHR equipment.

(2) Protective clothing, in compliance with Schedule A, Part One, Article 4.3 and

(3) Gloves in compliance with Appendix Two, Part One, Schedule A, and

(4) Footwear in compliance with Appendix Two, Part One, Schedule A, and

15 PASSENGERS

15.1 Passengers are not permitted to be carried in any battle test session(s), Qualifying or any competitive Pass(es).

15.2 The carriage of passengers must comply with the requirements of Appendix Five, Schedule C, Article 6.

15.2 All passengers must wear safety apparel in compliance with Schedule A.

16. TEAM APPAREL

16.1 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.

16.2 The vehicle refueller must wear apparel compliant with 14.1 (2), (3), (4) of this schedule. A fire rated balaclava or helmet should also be worn.

17. PIT SAFETY

17.1 All pit areas and competition zones must be kept smoke and vape free.

17.2 Pit lane & dummy grid areas must be kept clear at all times; spectator foot traffic must use the back of pit lane for access.

17.3 All pits must have a minimum of one(1) a fully serviced operable dry chemical fire extinguisher of minimum capacity of 4.5kg supplied by the Competitor's team. This may also be used for refueling.

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

