



International Drifting Cup

2024

30th and 31st August 2024



International Drifting Cup

General & Sporting

Regulations

MA Permit No. **824/3108/01**

CHAPTER 1 – GENERAL REQUIREMENTS

2.1 APPAREL

- a) Each driver must wear apparel in accordance with Schedule D - Apparel of the current MA Manual of Motor Sport and the requirements as detailed below.
- b) Race Suit (single layer minimum) to the FIA 8856-2018, 8856-2000 or 1986 standard OR the SFI 3.2A/1 standard.
- c) Socks that must be able to be covered completely by the ankle cuff of the Race Suit
- d) Gloves are required to FIA 8856-2018 or FIA 8856-2000 standard.
- e) Any clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.
- f) Each Helmet must meet the required MA Standards at Level B as a minimum. Helmets must be presented in good condition without damage including helmet straps which must not be frayed or damaged. Any attachment to a helmet must be approved by the helmet manufacturer, this includes any camera or camera mount. The helmet owner is required to present specific proof of approval from the helmet manufacturer.
- g) All crew members must have covered shoes and long pants while actively engaged in crewing cars. Actively crewing a car is when the car is hot during any Practice, Competition or Demonstration where work is being performed on the vehicle or refuelling is being done.

2.2 CAMERAS

- a) The fitment of cameras in or on a vehicle is permitted with the approval of the Chief Scrutineer.
- b) The Competitor/Entrant/Team/Driver agrees all digital video and film rights for the event is the property of the Organisers.
- c) Deleted
- d) The Competitor/Entrant agrees all data obtained by the Organisers is the property of the Organisers. Failure to observe these regulations may lead to legal action by the Organisers for a breach of copyright. All Competitors/Entrants and crew members agree to use in perpetuity of their names and photographs, and photographs of their vehicles, in publicity material issued by the Organisers or the event sponsors and to comply with the film and video regulations. All Competitors/Entrants and crew members agree that their names and contact details may be made available to and be used by sponsors and licensees of the event. The Organisers have the right in perpetuity to authorise the production, distribution and sale of models, photographs or other forms of reproduction of any vehicle participating in the event in competition livery (including Drivers) for event related promotions.
- e) The Competitor/Entrant agrees that all public posting and promotion done on their behalf and on their channels, socially or otherwise, will be of a positive nature and in line with Motorsports Australia's Social Media Policy.



2.3 VEHICLE DAMAGE AND OIL LEAKING

- a) Any driver who develops an oil leak or vehicle damage and does not remove the car from the circuit as soon as possible, or continues to drive their vehicle, may be sanctioned by Race Control, the Stewards of the Meeting and/or the Organisers. This matter will be treated seriously and any consumables used to clean up spillages will be charged to the competitor at the cost invoiced to the organisers by recovery.
- b) If a fire extinguisher/s has been used and let off to extinguish a fire in or around a vehicle on or off the track. The cost of recharging of the extinguisher/s will be forwarded on to the competitor. If a vehicle is found to be leaking fluid and clean up is necessary on or off the track the cost of the Dryorb bags will be forwarded on to the competitor. All use of consumables will be reported to Race Control and invoiced via itemised invoice to the event organisers. The invoice will include in the itemisation, date of incident, time of incident, type of incident, category, car number and items used.

2.4 GARAGE/PIT AREA - FUEL REQUIREMENTS

- a) The maximum total amount of fuel permitted to be stored anywhere in the paddock or garage/pit bay area is 50 litres per assigned garage/pit bay (not including any fuel in the car). Fuel must be stored/handled in accordance with any instructions issued by the Organisers and/or the Chief Fire Marshal, or other Event officials. During any refueling operation a fire extinguisher must be manned by the crew directly in the vicinity of and during the refuelling operation.
- b) All additional fuel must be stored at the Official Fuel Compound located beyond the scrutineering shed. Under no circumstances is additional fuel to be stored in garages or the paddock area. Any breach of this regulation will be referred to the Stewards of the Meeting and may incur a fine and/or exclusion from the event.
- c) Smoking (including e-cigarettes) is NOT PERMITTED in any area of the garages, paddock, pit lane, scrutineering, fuel compound, Nitrous Oxide depot, or any other area unless specifically sign posted that smoking is allowed. Drivers will be responsible for their team members to comply. Failure to comply may result in a point penalty to the Team.
- d) At all times all competitors must comply with the Dangerous Goods Act and Regulation - Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for New South Wales.
- e) Maps of the Official Fuel Compound and Nitrous Oxide Depot will be available on the website.

2.5 PIT CREW SAFETY

- a) In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the car in the event of a failure of the jacking system, to be inserted under the car at all times when persons working on the car have any part of their body under any immovable part of the car.



- b) Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require persons to place any part of their body under any part of the car.
- c) All Competitors are responsible for the safe working conditions of all their Team Members and must ensure compliance with WorkCover NSW laws, regulations and compliance codes at all times.

2.6 Lunchtime Demonstrations

- a) Will be offered to the full field to complete one lap from gate 4. Drifting will be permitted between turns 4 and the exit of turn 1. Strictly no drifting from Turn 1 exit to gate 4.

2.7 Passengers

Passenger rides will be permitted at the event with PRIOR APPROVAL. All passenger rides will need to be conducted following the Motorsport Australia Passenger Ride Activity Policy (MSPRA) and the following variation.

Operational Conditions:

Tandem Passenger Rides

Tandem Passenger Rides means a passenger ride session with two Drift cars emulating a Drift battle whilst carrying passengers under the following conditions:

- (a) Tandem passenger rides are only permitted during nominated ID Cup Practice Sessions, and only on the ID Cup competition course, and the drift demonstration session as scheduled for the WTAC component of the event.
- (b) No full competition driving may take place. The vehicle must be kept to less than competition speeds. The following during a Tandem Passenger Ride will be investigated as a breach of these requirements:
 - (i) Any vehicle to vehicle contact or vehicle to other object contact
 - (ii) Any vehicle that leaves or exceeds the defined designated course
 - (iii) Any vehicle that is deemed to have lost control
- (c) Drivers will not run any more than 90% of the judged line, they will follow a smooth and flowing line in the lead, allowing a comfortable chase for the driver behind. The chase driver will not close to less than a car width of the lead car and will sit inside the smoke line on a slightly shallower line to maintain vision except for during transitions.
- (d) Each vehicle may utilise the designated Scrub Zone for warming of tyres etc. as per ID Cup Regulations.
- (e) Each vehicle taking passengers must have Passenger Lights fitted. Passenger Lights are to be bright orange or yellow, a minimum width of 150mm, and to face forward from out the front



windscreen and rearward out the rear window. Passenger Lights are to be illuminated at all times while the vehicle is carrying a passenger.

Operational Procedure:

Tandem Passenger Rides

- (a) Session staging will be with front and rear passengers light illuminated and track ready at the ID Cup Pit exit.
- (b) Each passenger is to be checked for correct fitment to the vehicle and correct apparel prior to each ride by a person (ID Cup/Event Official) nominated by the Clerk of the Course. This check is to be conducted in the staging area (Drift Pit exit) and once conducted confirmed with ID Cup Race Control that the vehicle and passenger are ready.
- (c) Scrub will be as normal, one car at a time. Then proceed to the startline.
- (d) Vehicles will line up in duel pass formation and wait for starters orders.
- (e) Starter will acknowledge both vehicles have passengers on board and radio to ID Cup Race Control.
- (f) Starter will hold cars until section is clear, and smoke is minimised.
- (g) ID Cup Race Control will assess track conditions and once clear, allow the Tandem Passenger Ride to commence.
- (h) Starter will release cars as per normal ID Cup release.
- (i) Once the Tandem Passenger Ride has crossed the finish line the Tandem Passenger Ride vehicles will transit back to the start line for the reverse battle, to be run in accordance with points (c) to (h).
- (j) On completion of the reverse battle the Tandem Passenger Ride is now finished, and each vehicle will return to the ID Cup pit area.
- (k) Any noncompliance or observed breach of the above by any driver will be reported to the Stewards who may impose a penalty up to and including disqualification from the event and/or a significant monetary fine.

CHAPTER 3 - SPORTING REGULATIONS

3.1 PRACTICE

- a) Practice sessions will be held as per the event schedule.
- b) Any practice session may be lengthened or shortened at the discretion of the Clerk of the Course and Event Coordinators.



3.2 EVENT FORMAT

3.2.1 QUALIFYING

- a) Qualifying can be either Single Car Pass Qualifying, Pool Battle Qualifying or a combination of both.
- b) Progression from qualifying will be into a Battle tree, either Top 8, Top 16, Top 24 or Top 32.
- c) A public announcement of which qualifying format and battle tree will be used will be made prior to the event and indicated on competitors' official invitation.

3.2.1.1 SINGLE CAR PASS QUALIFYING

- a) All competitors will be placed in an order determined by the event organiser prior to the start of the event and allocated a qualifying position.
- b) The organizers reserve the right to rank drivers into any order it chooses. This may for instance be determined by subjective assessment, performance in previous competitions, marble draw or other random method.
- c) Qualifying will be by way of 2 solo judged passes through the competition course.
- d) Qualifying will be scored out of 100 points, awarded for Line, Angle and Style as the 3 judges see fit, Each judge will submit a score out of 100 and the 3 scores will be averaged to give a final score.
- e) Once all competitors have completed qualifying, they will be grouped into a standard Battle tree.

3.2.1.2 POOL BATTLE QUALIFYING

- a) All competitors will be placed in an order determined by the event organiser prior to the start of the event and allocated to one of 4 pool groups.
- b) The organizers reserve the right to rank drivers into any order it chooses. This may for instance be determined by subjective assessment, performance in previous competitions, marble draw or other random method.
- c) Qualifying for the battle tree will be by way of tandem battling all other drivers in your pool through the competition course.
- d) Each qualifying battle will have a lead and a chase run. Who leads and chases first will be predetermined at the organisers discretion.
- e) Qualification battles will be scored using the traditional scoring method of each judge having a score out of 10 and using the sliding scale where each driver begins each battle with a 5-5 score.
- f) There are no One More Times (OMT's) during the qualification battles.
- g) Once all 3 judges have judged both passes, they will decide individually who won and who lost the battle, or if there is a draw.
- h) The traditional majority rules technique applies. So driver A Wins if they get Win, Win, Win, or Win, Win, (draw or loss) from all three judges and vice versa for driver B.
- i) Points for each qualifying battle will be scored as follows, Win = 2 points, Draw = 1 point, and Loss = 0 points.
- j) The top 2 drivers for each pool will be the 2 drivers with the highest points tally in each pool after all qualifying battles have concluded.
- k) In the event of drivers being tied on points at, the positions in the pool will be determined using the following criteria.
 - (1) Most number of wins
 - (2) Earliest Win
 - (3) Sudden Death Battle (time permitting)



3.2.1.3 BATTLE TREE

- a) If 3.2.1.1 Single Car Pass Qualifying method was used, once qualifying is completed, competitors will be placed into a traditional battle tree based on the qualification results.
- b) If 3.2.1.2 Pool Battle Qualifying was used, then, unless stated and notified prior to the start of the event, the top 2 qualifiers from each pool will go into the traditional battle tree. The top qualifier from each pool will be randomly selected into the lead positions on the battle tree, the second place qualifier will be selected to oppose the selection of the top qualifier in their pool. eg. If Pool A top qualifier is selected into battle tree spot 1, then Pool A second qualifier will be selected into battle tree spot 8 in a 4 pool to top 8 format is used.
- c) The Battle tree will now follow a traditional battle tree format, where the losing driver is eliminated and the winning driver progresses to the next battle bracket.
- d) In the event of time restrictions, the 3rd place battle may be awarded on qualification results. If the qualification results are tied for the 2 drivers in the 3rd place battle, then the following method will be used to determine the 3rd placed driver.
 - (1) First to win a battle
 - (2) Most number of battle wins
 - (3) Judges Deliberation.

3.3 JUDGING CRITERIA

- a) The clipping points, clipping zones, entry point and expected criteria will be detailed during the drivers briefings. Each judge judges all criteria of line, speed and angle plus overall impact or style for the lead car and Proximity and Emulation for the chase car.
- b) A basic brief of each judging category is outlined below however more details on what the judges deem the most important criteria will be given at drivers briefing.

LINE

A predetermined line will be set and drivers will be scored based around the clipping points, clipping zones and the desired racing line that the judges outline during the drivers briefing. The judges also outline how close drivers need to get to these clipping zones to achieve maximum and minimum points. Each drivers lead run will be considered against the other and ensuring a chaseable lead line is run is vital.

Chase drivers that fall further back than 3 car lengths should revert back to the predetermined line given at drivers briefing.

ANGLE

The score for angle is not only based on how much angle the drivers hold during the drift, but also how fast they transition from full angle to full angle when changing direction and also covers how aggressive they achieve full angle during an entry. Drivers need to maintain a smooth and consistent angle between each transition.

SPEED

The speed score is based on two main factors. A drivers entry speed into the course, and their sustained speed throughout the course. Entry speed may be measured using either a fixed or hand held radar. For the chase car the gap at the point of initiation will be the reference that the judges will use to determine if a driver catches up and is faster or drops back and is slower.

OVERALL IMPACT or STYLE

Style can be based on a variety of factors. How aggressive the driver is attacking the course, how close they are getting to a wall, the amount of full throttle they are using. Essentially Style is the wow factor that a driver has on their run. Style is a factor for both the lead and chase driver.



EMULATION

Emulation is scored on how well the chase driver copies the lead driver. Consideration is made on switching at the same time, following the same line and demonstrating the same angle.

PROXIMITY

The Proximity score is arrived at by determining how close the chase driver is to the lead car. To gain proximity the chase car must approach the lead car from no further forward than the A pillar. They must not shallow angle or line to gain proximity.

c) DEDUCTIONS

(i) EXCESSIVE USE OF HANDBRAKE

The handbrake should generally only be used to make slight adjustments to the cars line during runs or to extend the drift. Handbrake use for switches will be deducted.

(ii) LEFT FOOT BRAKING

Left foot braking is permitted. The lead driver is not to excessively slow their drift by use of the left foot brake and must not jab at the brake. Judges will outline more details on this during the drivers briefing.

(iii) SPINS and STRAIGHTENS

A complete spin or straighten will result in a score of zero. Points will be deducted for partial spins and straightens. A complete Spin is defined as when a car rotates past 110 degrees of yaw to the track edge or when the front wheels begin to roll in a reverse direction. A straighten is when all 4 wheels are gripped up and rolling in the forward direction for further than approximately 1 car length.

If the Lead car spins or straightens first, a 10-0 score will be awarded to the chase car. If the chase car Spins or straightens first then the lead car must complete the pass to receive a 10-0 score, if they too spin or straighten then the score will be 0-0

(iv) WHEELS OFF-TRACK AND TRACK LIMIT CONES

Wheels off track will result in deductions as follows. One (1) wheel off track will receive a minor deduction, Two (2) off track will receive a heavy deduction and Three (3) or more wheels off the defined track area will be deemed "off-track" and receive an extremely low score, quite likely a zero. Event organisers may also use off-track cones. These are off the edge of the track, and if hit, will result in an extremely low score..

d) LEAD AND CHASE

A drift battle will consist of two judged runs. Each driver takes a turn in leading, with the higher qualified, drawn or seeded driver leading on the first run. At the conclusion of the first run, the drivers will circulate around and line up in the opposite order for the second run.

e) SUMMARY

During tandem battles, the judge's emphasis will be on the chase car's emulation and proximity. The amount of proximity expected will be detailed at the drivers briefing.

Lead drivers are expected to drive the course as the judges have requested, making all clipping points and zones, the lead cars line is most important followed by angle and then overall impact.

The chase car is expected to push into the lead car's inside line (door pocket) but without interfering with the lead car during transitions.

Light contact is permitted as long as it does not affect the line of the lead car or cause structural damage.

For initiation, the type of entry required, weight shift, handbrake or scandinavian flick, will be outlined in the driver's briefing.

Overtaking is only permitted when the lead car goes off track or runs wide enough, usually 2 wheels already off track, to allow the chase car to overtake without contact or changing line. A straighten, or loss of drift, will be heavily penalized.

Judges will judge lead run versus lead run and then chase run versus chase run. Video replay may be used to better understand the lead run for both drivers versus each other.

Note that while the emphasis for this event is on an aggressive chase that sees drivers emulating the lead car with close proximity in the pocket, consideration will be given to each lead to ensure that a chase-able lead run is demonstrated by both drivers.



f) SCORING of BATTLES

The three judges keep their own point score out of ten for each run with each of the 2 (two) passes that make up the battle starting at Five/Five (5/5). This is done only to help determine who has advantage after each run. Each judge nominates a winner or OMT (One More Time) and majority rules at the conclusion of the battle using their scores as a reference.

For example:

If two or three judges choose car A, then car "A" wins.

If two or three judges choose an OMT, then the battle is re-run.

If one judge chooses car A, one judge chooses car B and one judge chooses OMT, then the battle will be re-run.

g) ONE MORE TIME

One More Time (OMT) is sudden death and a result must be given. Judges may refer to their notes from the initial battle to determine the result. If a draw is still judged after the OMT, Judges may now deliberate together and the Head Judge will decide the result based on all feedback.

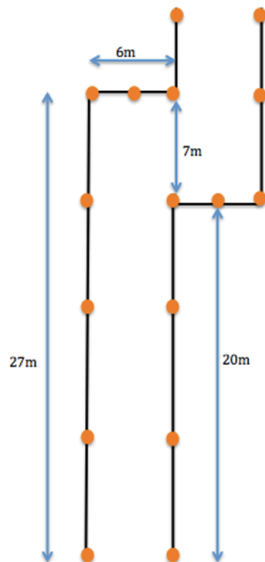
During a tyre change for an OMT, teams are permitted to check and adjust fuel levels and tyre pressures. They may also perform very minor mechanical repairs such as race taping guards but must not exceed their 3 minute allotted time. The 3 minutes will begin from when the crew first touches the car.

h) OFF TRACK

For the purpose of judging, "off-track" is classed as any one (1) or more wheels off the designated track area. Areas of concrete or asphalt can be deemed off-track under various circumstances. Off-track will be scored using a sliding scale determined by each individual judge and may not necessarily result in a zero score for 3 or more wheels off. Off Track areas will be outlined in the drivers briefing.

3.4 DRAG RACING, CHICANE CONES AND START PROCEDURE

a) Depending on the track layout the lead car maybe required to traverse a Chicane directly after the start line, to prevent "Drag Racing". By doing so it slows the lead cars take off speed down. The chase car is to leave the start line as normal and must not merge across to initiate until the lead car has passed them.



The above drawing is a guide only and may be tightened to slow cars if required. The Judges will observe the start on the practice day and determine if either a shorter start or chicane will be added early in practice.

- b) Knocked over cone – If the lead driver fails to traverse the chicane cleanly, i.e. knocks down one or more chicane cones then they will receive a deduction from their score. Deductions will be covered in drivers briefing.
- c) Jump Start – A jumped or false start will be at the discretion of the judges. Any driver that does not proceed from the line or stops after take-off will receive a zero. If the judges class the run as a jumped or false start that run only will be re-run. If both drivers agree and the judges allow it the false or jumped start may be re-run. No tyre change is permitted.
- d) Stalling – If a driver stalls their vehicle on take-off after they have received starters' orders, both drivers must continue with the run in order to score points. If both drivers do not leave the line the starting procedure will begin once again.

3.5 CONTACT, COMPETITION TIME OUTS AND VEHICLE REPAIRS

a) CONTACT

Contact that does not affect the lead car's line or angle will not suffer a point deduction. In the instance that the impact causes the lead car to spin, the chase car will be penalized, the battle may be scored ten/zero (10/0). If the lead car spin's or loses the drift and slows down, and a collision is unavoidable, then the chase car will not be at fault.

Because the lead car spun before the impact, then the chase car will win zero/ten (0/10). This is at the judge's discretion and the decision is final.

In the case of a collision during battles, both cars must present to the Chief Scrutineer for assessment and approval to continue. The car deemed at fault **cannot** use the 5-minute competition time out to fix their car and if cleared must immediately present at the start line for the next battle. If the car of the at fault driver is deemed unsafe to continue the battle by the **Drift Chief Scrutineer** the competitor at fault will automatically lose that battle ten/zero (10/0). The car that is not at fault will be given the opportunity to take a competition time out of 5 minutes to make mechanical repairs. The competition time out begins when the vehicle is touched by team personnel, the commencement of the 5 minutes is at the discretion of event organisers. Time deductions may be applied if personnel begin work on the car before the official timekeeper is present.

If the damage caused is not repairable, or repairable within the round timetable, the car at fault will be disqualified from that round.

b) COMPETITION TIME OUT

A Competition Time Out or "5-minute rule" is used so that drivers can perform mechanical repairs in between the runs of a battle.

A Competition time out is for situations where the damage or a mechanical problem is the fault of the other competitor, competition time outs **are not** permitted if the damage caused is due to your own fault, except for the Top 4 and Finals.

Only 1 competition time out is permitted during any of the top 24, top 16, and great 8 brackets, and 1 additional competition time out will be permitted for either the top 4 or final.

During Top 4 and Finals a competition time out is permitted if the damage caused is due to your own fault.

A Battle is declared active once the driver leaves the dummy or pre grid to scrub for battle. If the driver has a mechanical problem during the scrub or transition to the start line from the dummy or pre grid repairs cannot be undertaken. This is deemed as "own fault". Once the top 4 has begun the drivers may call a competition time out.

A Competition time out can ONLY be called AFTER the first run of a battle during the **Top 24**, Top 16 and Great 8, for Top 4 and Finals it may be called after scrubbing, in which case the following applies:

- (i) Both drivers must stop at the pit entry official and obtain clearance to continue from either the Clerk of the Course or Deputy Clerk of the Course via the **Drift Chief Scrutineer**. In the event of the driver not being able to return to the pits they must speak directly to the recovery crew and inform them that they wish to request a competition time out and for what reason.
- (ii) The official or recovery crew will then radio race control to request the time out. The Competition time out will only be granted if it is for a sufficient reason.



- (iii) It is NOT to change tyres, check tyre pressures, top up fuel or adjust the tune of a car. It is only to repair mechanical failures or exterior damage caused during the run due to contact from another driver or, during the top 4 and finals, due to your own fault.
- (iv) Once the Competition Time Out is approved, the driver can head to their pit garage. The 5-minutes begins once the car has entered the pit garage or allocated paddock space and any team member touches the car. The official time keeper must also be present.
- (v) IF the vehicle does not leave the teams pit area within 5-minutes under its own power, then the driver who caused the damage is disqualified. Should the Competition time out be due to a failure during the top 4 or finals and fails to repair in the 5 minutes then the driver must forfeit that run.
- (vi) An Event Official will be present during the time out to keep time and ensure only the allowed repairs are carried out.
- (vii) Pit crew are NOT permitted to touch the vehicle until it enters the pit garage.
- (viii) The opposing driver is NOT permitted to exit the track and must wait at the dummy grid or start line, or as directed by officials.
- (ix) It is not possible to be given the other drivers 5 minutes to complete repairs.
- (x) In extreme circumstances and in the interest of the show the Drift Operations Manager and the Clerk of the Course may alter the competition time out to allow the event to be settled on the track. Their decision is final.

Competition Time Out Regulations only apply for in between battles, not in between rounds.

c) VEHICLE DAMAGE PRE-BATTLE

If the driver has damage or a mechanical issue with their car before the commencement of any of the battle rounds the driver will be given until the second last battle pair has run for that bracket (Whichever comes first) to repair their vehicle.

3.6 RESERVE DRIVERS

- (a) The event will have 2 reserve drivers in their own cars.
- (b) Reserve drivers will become active for drivers that have mechanical issues with their own cars and cannot make the start line in their own car or a borrowed car prior to the battles commencing.
- (c) Once the first bracket or round of elimination battles have commenced, if a driver cannot make the startline then they or their competitor will be eliminated as per section 3.5 of these regulations.
- (d) During pool rounds reserve drivers can be substituted in and back out for drivers.

3.7 HOT PIT AREA

- a) Removed from this event. There is no Hot Pit area at this event.

3.8 UNSPORTING BEHAVIOUR

Competitors and drivers demonstrating behaviour that, in the eyes of the Judges or Officials, provides them with an undue competitive advantage may be penalised or disqualified from competition. This applies whether the advantage is as a result of deliberate actions on the part of the competitor or driver, or simply an incident or circumstances that might unjustly influence the results of competition. This can include brake checking or running a line in conflict with what is requested by the judges.

3.9 DRIVER BEHAVIOUR

- a) It is the driver's responsibility to understand the course and the judging criteria.
- b) Placing the wheels of the car outside the competition surface is unacceptable and may incur a penalty. Any competitors who are observed by the Officials of the Meeting to be using the verges of the circuit may be referred to the Stewards of Meeting. This includes dangerous re-entry to



the race circuit. The referral may be made to the Stewards of the Meeting regardless of whether the use of the circuit verge was advantageous or otherwise.

- c) The Judges may also take this into account with their judging of the run, regardless of whether the matter was referred to the Stewards of the Meeting.
- d) Burnouts are prohibited, save for designated areas as defined by the Clerk of the Course. The Clerk of the Course shall be the final arbiter in this regard, against whose decision there shall be no appeal.
- e) Competitors are reminded that under MA regulations, Officials of the Meeting are to be treated with the utmost respect at all times, and no physical or verbal abuse of Officials will be tolerated. Any complaints received from Officials of the Meeting along these lines will be referred to the Stewards of the Meeting.
- f) The marshalling area is the area where competitors will be assembled for their release to the scrub zone. Within this area, competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the meeting in this area may result in referral to the Stewards of the Meeting.
- g) The Scrub Zone is an area designated by cones or markers for drivers to warm their tyres, breaking of traction and sliding of vehicles is permitted to warm tyres. Static burnouts and excessive tyre warming as deemed by the Officials of the Meeting in this area may result in the competitor being referred to the Stewards of the Meeting.
- h) A start zone will be designated during the event. Within this zone, competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the Meeting in this area may result in the competitor being referred to the Stewards of the Meeting.
- i) On occasion it will be required for competition vehicles to transit through the circuit competition area. This is most likely to occur when a session is complete and competitors will be instructed to return to the pit area. On these occasions the starter will signal for the cars to "transit", this signal will be a yellow or double yellow flag and will be displayed through the whole course.
- j) During a transit segment, no drifting or breaking of traction is allowed. Drivers must be attired as for competition, including helmets. Drivers are required to maintain a speed of no more than 40km/h during a transit segment and in pit lane and walking pace when in the pit paddock.

3.10 DRUGS AND ALCOHOL

- (a) The International Drifting Cup is a drug and alcohol free event and MA has a strict policy surrounding the use of either drugs or alcohol, performance enhancing or otherwise. Random testing may occur at this event and the failings of this test or failing to submit a sample will result in immediate exclusion from this event and any future World Time Attack events. Motorsport Australia may also take further action.
- (b) Sydney Motor Sport Park prohibits the consumption of alcohol on the venue in all event operational areas including the International Drifting Cup pits at ANY time, before, during or after the event other than during podium celebrations by the top 4 place getters.
- (c) All beverages should be in unbreakable plastic containers or cans.

