



**CLUB STANDING SUPPLEMENTARY
REGULATIONS**

CLUB CHAMPIONSHIP PRO

2024

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REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

Modified SSR / ART	Date applicable	Date of Publication	Clarifications

INTRODUCTION

We are pleased to provide you with the 2024 edition of the competition 'Rules and Regulations' of SupaDrift Series Professional Drifting.

This edition of the rules establishes the foundation for the Events and conduct of the SupaDrift Series. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully. When entering a SupaDrift Race meeting; these Rules and Regulations will be and stand as the primary derivative and definition/s for all disputes, protests and any such anomalies as of its relevance in accordance with the event at hand.

SupaDrift Series wish you a safe and successful season!

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1. SERIES ADMINISTRATION

1.1 ADMINISTRATIVE CONTROL

The SupaDrift Series and subsequent Championship/s is a wholly owned subsidiary of XS Promotions (Pty) Ltd under the auspices of Motorsport South Africa (MSA); sanctions all SupaDrift Series events including the Triple Crown Championship Series (PRO) events managed by XS Promotions (Pty) Ltd. The business administration of the series is managed by XS Promotions (Pty) Ltd.

1.2 OFFICIAL MEETINGS

A SupaDrift Series representative shall be present at any official meeting, or hearing, involving interpretation or implementation of this rulebook or the operation and business matters of the SupaDrift Series in general.

At SupaDrift Series events, each DIRECTOR/MANAGER has the authority over their respective areas of responsibility. He/she reports to the President of SupaDrift Series.

1.3 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional/national affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a SupaDrift Series Event, and any person who receives a SupaDrift Series MSA license, warrants that:

- He/She is acquainted with the Series Rules and Regulations.
- He/She agrees without reservation to abide by the Series Rules and Regulations.
- He/She renounces the right to have legal recourse, except with the written consent of SupaDrift Series, to any arbitrator, or tribunal, not provided for in the Rules and Regulations or those and that of Motorsport South Africa (MSA).

1.4 OPERATING AUTHORITY

At drift/race events, the SupaDrift Series Organisers, XS Promotions (Pty) Ltd has authority for the conduct of all competition aspects of the event.

Appointed DIRECTOR/MANAGER's has the authority over their respective areas of responsibility. He/She reports to the co-owners of XS Promotions (Pty) Ltd directly.

1.5 INTERPRETATIONS AND APPLICATION OF RULES

SupaDrift Series officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

Determinations and/or decisions made by SupaDrift Series officials are non-litigable. They will not initiate or maintain litigation of any kind against SupaDrift Series, or anyone acting on behalf of SupaDrift Series, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination.

If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse SupaDrift Series, and/or partners, agents, or affiliate organizations of SupaDrift Series, for all costs of such litigation, including travel expenses, and lawyers and attorneys' fees. Competitors, or officials, involved in such litigation will have all SupaDrift Series privileges suspended until litigation is complete.

SupaDrift Series reserves the right to amend, or modify, the rules at any time (including individual Series Rules and Regulations and Supplementary Regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Drift Competition Memos, or other medium including in or at Drivers Briefings.

The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.

As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.

2. LICENSING

2.1 MEMBERSHIPS AND PARTICIPANT MSA LICENSE

All drivers and crew members working in the pits, or other designated high-risk area, must be 17-years, or older, be a current SupaDrift Series Club member, and hold a current driving license. Participants 16-18 years old may be admitted upon issuance of a Minor Participant I.D. and License. Privileges may be revoked at any time for non-compliance with this Rulebook.

Minors whose ages must conform with the provisions of MSA Circuit Racing SSR 1 must show competence in other leagues/series and be judged by one of the SupaDrift Series judges before proceeding in Competitions. All teams with entered minors are liable for extra costs incurred with assigned passengers for safety and insurance costs.

2.2 SUPADRIFT SERIES COMPETITION LICENSE

All SupaDrift Series drivers must be licensed by MSA, in order to compete in a SupaDrift Series Triple Crown Championship event or any such Series event.

SupaDrift Series drivers that are ranked (having finished in the TOP 16/32 in points competition in the previous SupaDrift Series season) will automatically be eligible for a SupaDrift Series MSA License the following year. All remaining drivers and any new driver wishing to obtain a provisional SupaDrift Series license (License) will have the following options:

MSA Championship License Holders Have Automatic Entry.

2.2.1 Option 1: *SD Series MSA License*

Competitors wishing to obtain an entry must compete in a SD Series Championship Event. The number of LICENSES granted shall be dependent upon the total number of LICENSES allotted for the specific event determined by, but not limited to, the overall skill level of the competitors in the driver's field and if SupaDrift Series deems the driver to be fit to compete on a professional and competitive level in the championship.

SupaDrift Series will also run smaller exhibition events/'maturis' looking for drivers - More to Follow Courses will be set up to replicate the speed and dynamics of a typical course in a SupaDrift Series event.

*All remaining drivers and any new driver wishing to obtain a provisional SupaDrift Series MSA license will have two (2) options.

- Licenses awarded at International events or other non-MSA championships (national or international).
- MSA SupaDrift Series licenses will be valid for the season for which it was granted and for the number of events in a specified season ONLY.

2.2.2 Option 2: *SD Series MSA Day license*

Competitors wishing to obtain an entry must compete in a SD Series Affiliated Event. The number of LICENSES granted shall be dependent upon the total number of LICENSES allotted for the specific event determined by, but not limited to, the overall skill level of the competitors in the driver's field and if SupaDrift Series deems the driver to be fit to compete on a professional and competitive level in the championship.

SupaDrift Series will also run qualifying events looking for drivers - MSA SupaDrift Series licenses will be valid for the season for which it was granted and for the number of events in a specified season ONLY.

3. CODE OF CONDUCT DRIVER / TEAM APPEARANCE

3.1 Drivers and Teams must be clean and presentable at all times. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver and team uniforms must have all required series patches in the specified location and must include the team logo and/or team name.

Only uniformed team members are allowed in “hot” areas including the grid.

3.1.1 Paddock and On/Off-Track Conduct

A driver, crew member or other participant acting in such a way that is considered by a SupaDrift Series Official as endangering, slandering and as misconduct or endangering others will be fined a minimum of ZAR500 and up to ZAR5000 South African Rands and may be disqualified from participating in any or all SupaDrift Series events. All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment.

SupaDrift Series reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

3.1.2 Demeanor towards Officials, Staff and/or Judges

Every SupaDrift Series competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the official judges will be subject to the same penalties as listed above.

Application of Code of Conduct rules apply during the course of any SupaDrift Series activity, including but not limited to practice days, set up times, official meetings, press conferences, public appearances, conventions, competition events and demonstration events.

****The Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of any SupaDrift Series activity, EVENT or function. Drivers, crew and others representing a driver and/or team are to act in a professional manner.***

3.2 DISCIPLINARY ACTION BREACH of RULES

In addition to any other offenses listed herein, the following actions shall be deemed a breach of the RULES:

- Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
- Participation in any proceeding, or action, prejudicial to the interests of SupaDrift Series, or of automobile competition generally.
- Reckless, or dangerous, driving.
- Failure to obey direction, or orders, of a race official.
- Refusing to co-operate with, interfering with, or obstructing the action of the officials, COMPETITION DIRECTOR, or others in the performance of their duties.
- Violation of the terms of probation.
- Public criticism of a series, its owners, its officials or sponsors/partners.
- Unsportsmanlike conduct.
- Physical contact with intention to harm any participant, or official, or the threat of same.
- Inappropriate, objectionable, threatening, or profane language, and/or gestures.
- Failure to allow inspection, or disassembly, of an automobile as directed by the Scrutineer, or the Competition Director.
- In cases of extreme misconduct, SupaDrift Series reserves the right to take any other action deemed necessary.

3.3 PENALTIES

Any participant, official, entrant, or other person violating these rules, or the Supplementary Regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the SupaDrift Series RULES AND REGULATIONS.

The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

Before imposing any penalty, the Competition Director, or his designee, shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at his discretion.

The penalties that may be assessed are: Reprimand

REPRIMAND

The COMPETITION DIRECTOR, or other authority may impose a reprimand. A reprimand against a SupaDrift Series MSA licensed driver shall be noted in his license file, as will be any or all of the following penalties:

3.3.1 Fine and/or Loss of prize money

A fine up to ZAR5000 may be imposed by the Promoter of SupaDrift Series against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients, or partners.

A driver's competition privileges are automatically under suspension and shall remain under suspension until payment of fines is received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his SupaDrift Series competition license(s) to the Competition Director.

In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed.

Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

3.3.2 Probation of SupaDrift Series competition privileges

The terms of probation shall be in writing and signed by the Competition Director. A copy shall be given to the driver, or entrant, or other person penalized, and SupaDrift Series shall retain a copy.

The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the Competition Director shall send a copy of the termination of probation. Probation will be recorded in the driver's file.

3.3.3 Suspension of SupaDrift Series competition privileges

The Competition Director may impose suspension of competition privileges for a maximum of twelve (12) months. Delay in surrendering in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.

When a penalty of suspension is levied, the penalised driver must immediately surrender his MSA competition license(s) to the Competition Director, as directed.

3.3.4 Loss of points

The COMPETITION DIRECTOR may impose a loss of event points and/or accrued points including driver, and/or rookie competition.

3.3.5 Expulsion

Consecutive penalties may be imposed (e.g., two 30-day suspensions resulting in a total suspension of 60 days). Combinations of penalties may be assessed (e.g., a fine and a penalty, etc.)

3.3.5 Range of Penalties

The Competition Director has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.

3.3.6 Amendment of placing awards

In those cases where a penalty of disqualification is imposed, the Competition Director shall declare the resulting amendment to the placing and awards and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

3.3.7 Publication of Penalty

SupaDrift Series shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against SupaDrift Series, or against any person publishing such notice.

3.4 ENTRIES

All entrants must follow the official SupaDrift Series entry forms and/or MSA processes for each event. An entry made, and accepted, in accordance with these regulations, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his control. A breach of such contract may be treated as a breach of these regulations.

3.5 REFUSAL of ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address or by email address given on the entry form as soon as possible, and at least five (5) days before the event, whenever reasonably possible. SupaDrift Series may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. SupaDrift Series has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3.6 FALSIFICATION of ENTRY

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

3.7 WITHDRAWAL of ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, prior to the opening of on-site event registration. An entrant, or driver, accepted to take part, who does not do so without making a proper withdrawal of entry, shall forfeit all entry fees. An entrant, or driver, accepted to take part, who does not take part without making a proper withdrawal of entry, and who participates elsewhere in the same period, shall be guilty of violation of these regulations and liable for penalties to be assessed by the Competition Director, including mandatory forfeiture of all entry fees, and shall have no right to protest, or appeal, such judgment except as regards the fact of participation elsewhere.

3.8 CONDITIONAL ACCEPTANCE of ENTRY

These are professional competitions, SupaDrift Series reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the promoters of SupaDrift Series, or by the Competition Director.

3.9 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancement drugs, and/or recreational drugs, by RSA (Republic of South Africa) government by any participant, is expressly prohibited, even if prescribed by a licensed doctor/physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed. SupaDrift Series reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by SupaDrift Series, including, but not limited to, breath, blood, or urine. The Competition Director or his designee may perform such tests. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

4.0 GENERAL SERIES REGULATIONS

4.1. OFFICIALS

Every SupaDrift Series event must be staffed with individuals, agents, or affiliates assigned by SupaDrift Series to operate the event (OFFICIALS), or their substitutes as approved by SupaDrift Series. The staff of OFFICIALS, whose duty it shall be to direct the control of the event may include:

- Competition Director/s
- MSA CoC/Steward
- Scrutineer/Technical Manager
- Starter
- Secretary/Registrar
- Scorer
- Judges

They shall be termed “officials” and may have assistants, also termed “officials” to whom any of their duties may be delegated. They will be available in their roles from before the on-track scheduled sessions until after all events and resulting official actions are complete, except by the COMPETITION DIRECTOR/CoC.

4.1.1. CONDUCT

Every OFFICIAL shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by SupaDrift Series.

OFFICIALS whose actions are deemed by SupaDrift Series to be against the best interests of SupaDrift Series shall not be permitted to participate in SupaDrift Series events.

4.1.2. COMPETITION DIRECTOR (or CLERK OF THE COURSE – CoC)

The COMPETITION DIRECTOR/CoC shall be the executive responsible for the general conduct of all aspects of competition at an event for which he has been assigned including conduct of participants and OFFICIALS, on-track safety issues, application of the SupaDrift Series Rules and Regulations.

He/She shall ensure that all provisions of these rules are conformed to.

The SupaDrift Series Competition Director (including any of his/her designees) is the authority in determining and enforcing technical regulations. Their decisions are non- protestable and they have the authority to amend and/or add to the rules and to make adjustments to vehicle specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the venue by written bulletin when possible

The Competition Director may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the Rules at any time.

The Competition Director has the authority disqualify or penalize any vehicle that does not conform to the requirements of the Rules and specifications of the Series. In the event of an infraction, it is the duty of the Disciplinary Committee to take appropriate action as provided for in these regulations.

The Competition Director shall ensure that all driver safety equipment is in compliance with the Rules.

The Competition Director has the “right of first refusal”. If a team interprets a rule in such a way as to prepare a vehicle beyond the intent of the rule, the Competition Director may disallow the preparation and issue an immediate clarification.

4.1.3. SECRETARY / REGISTRAR

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, team members, official, vendors, sponsors, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue series or event credentials without the consent of SupaDrift Series.

Registration is on a first come first serve basis and may only be done so through the SupaDrift Series office with a valid SupaDrift Series license. SupaDrift Series may establish a maximum allowable number of entries or entry deadlines per event.

All SupaDrift Series drivers, team members, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

4.1.4. JUDGES

Judges are exclusively and responsible only to determine scores and points assigned to individual or team competitors based on the competition criteria determined by SupaDrift Series.

Judges shall furnish and distribute results of all qualifying sessions and competitions, as well as any special requests (i.e. speeds, scores, etc.).

Judges or other entities as assigned by SupaDrift Series will maintain records of qualifying scores, speeds, charts, scores, and results for all events.

Judges or other entities as assigned by SupaDrift Series will also compile and distribute official results (after notification that all protests are completed and that the Scorer and one official judge has declared the results “official”) for all qualifying and head to head match ups.

Judges are responsible for final course design/layout.

4.1.5. TECHNICAL SCRUTINEER

The SupaDrift Series Technical Scrutineer (including any of his designees) is the authority in determining and enforcing technical regulations (TECHNICAL SCRUTINEER). Their decisions are **non-protestable** and they have the authority to amend and/or add to the rules, under the direction of the organizers and to make adjustments to car specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the track by written bulletin when possible.

The TECHNICAL SCRUTINEER may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the Rules at any time.

The TECHNICAL SCRUTINEER has the authority to disqualify or penalize any vehicle that does not conform to the requirements of the Rules and specifications of the Series. In the event of an infraction, it is the duty of the XS Promotions and the relevant appointed officials to take appropriate action as provided for in these regulations.

The TECHNICAL SCRUTINEER shall ensure that all driver safety equipment is in compliance with the Rules.

The TECHNICAL SCRUTINEER has the “right of first refusal”. If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL SCRUTINEER may disallow the preparation and issue an immediate clarification.

4.1.5. RACE SECRETARY

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, team members, official, vendors, sponsors, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue series or event credentials without the consent of SupaDrift Series. Registration is on a first come first serve basis and may only be done so through the SupaDrift Series office with a valid SupaDrift Series license. SupaDrift Series may establish a maximum allowable number of entries or entry deadlines per event.

All SupaDrift Series drivers, team members, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

4.2. SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Appendix D. SupaDrift Series must approve the use, in any way, of any SupaDrift Series identification, mark, logo, likeness or other intellectual property outside of an official SupaDrift Series EVENT. The unauthorized use of any SupaDrift Series identification, marks, logos, likenesses, or other intellectual property may result in penalties, fines, disqualification, or legal action.

4.2.1 REGISTRATION

Registration is done under the direction of the SECRETARY. Registration is on a first come first serve basis and may only be done so through the MSA/XS Promotions office/online with a valid SupaDrift Series or social/provisional license. SupaDrift Series may establish a maximum allowable number of entries or entry deadlines per event. Sixteen (16) entries will be reserved for seeded drivers, and the balance are open to non- seeded entries.

All SupaDrift Series drivers must be registered. Refer to the Supplemental Regulations or set-up packets/bulletins for each event for exact registration location(s) and times.

4.2.2 TEAM REPRESENTATIVE

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the "5-minute rule" (along with the driver), withdrawing an entry or vehicle, and making changes and additions to the team's credential list. If the team representative must be changed during the event, the COMPETITION DIRECTOR/CoC must be notified.

4.2.3 SPOTTERS

Each team will be designated one spotter card. A spotter stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.

4.3 DRIVERS BRIEFING

SupaDrift Series OFFICIALS will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or by other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver will be exclusion from the event.

4.4 GENERAL PIT, PADDOCK, AND COURSE RULES

All mechanics working in an area that is designated as pit/ 'hot' area must be adequately attired (**closed-toe** shoes, short/long pants, and short/long sleeved shirts) at all times during practice, qualifying, and the race. The only exception is that team members are allowed to wear shorts in the "Pre-Grid" area. Team members working in a 'hot' area, must be uniformly attired (matching pants and matching shirts) at all times. *Only personnel with valid SupaDrift Series accreditation will be allowed access to the restricted areas as defined. Accreditation must be available and visible at all times.

*Smoking is **not** allowed at any time in the specified Pit Box Areas and refuelling stations. ***Pets are prohibited also at all times at the track (unless permissions have been granted by the organisers in writing)***. The Competition Director or his/her delegate is the supreme authority in enforcing pit lane, paddock, course or other operational rules or procedures.

Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the automobile on the pre-grid may get a "push start", provided the automobile is in position on the grid prior to the start of the session. *Push starts* on the pre-grid shall be under the supervision of a SupaDrift Series official to ensure that they are done in a safe manner. Push starts prior to the start and during the race are permitted only if approved by the CoC/COMPETITION DIRECTOR. NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and power supply which must be in working order at all times.

The on-board starter must not be used as a means of propulsion, either on the course or from the start line, except in emergency situations.

The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on track. This does not preclude assistance by race officials for safety reasons.

The CoC/COMPETITION DIRECTOR may order any car removed from the course if, in his/her judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

In the event that loss of bodywork is a safety hazard, the car may be removed from the course. Cars competing in a race with bodywork missing may be penalized – this is under the discretion of the Organisers/CoC.

Refuelling of cars is prohibited in the Pre-Grid, Grid or Start areas, or as otherwise specified. Fuelling is only allowed in designated fuelling areas ie. Pits and/or Pitbox assigned by the COMPETITION DIRECTOR, or in the team pit space. Extreme caution should be taken when refuelling a car that has not completely cooled. When refuelling, there can be only two people (approved team members) within a 5-metre radius of the refuelling activity.

4.5 CHANGES TO RULES AND SPECIFICATIONS

SupaDrift Series or its promoters reserves the right to change any rule, regulation, or specification by written bulletin or during a Drivers Briefing. These bulletins will be sent out via e-mail to the current competitors and staff, as well as being posted at www.supadrift.co.za

The SupaDrift Series Scrutineer, under the direction of the organizers has the authority to make adjustments to safety specifications at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins.

Requests for rule changes from participants are welcomed and must be received at least 14-days prior to the requested effective date.

4.6 FLAGS FLAG

SIGNALS

The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

YELLOW

Great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file.

RED

The session has been stopped. Use caution and stop immediately. Overtaking is not permitted. Be prepared to proceed to pit lane if so directed. Organizers can designate the end of a session/tandem with a red flag.

4.7 RADIOS

It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. Teams are not permitted to transmit on any official SupaDrift Series frequency or channel. Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official SupaDrift Series frequency or channel.

SupaDrift Series is not responsible for any costs incurred by a team or participant as a result of this requirement. Radios can be ordered pre-event from our communications partner.

4.8 PASSENGERS

SupaDrift Series OFFICIALS must approve all passenger “ride-a-longs”/ “suicide rides”/ “thrill rides”. Supplemental documentation (Insurance Waivers, Indemnities etc) will be required to be completed at the discretion of the CoC/COMPETITION DIRECTOR.

Each passenger will need a wristband/ticket and waiver to gain entry to car and will be checked on entry to the track

Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed toed shoes.

IF A PASSENGER IS FOUND IN A CAR WITH NO WAIVER/INDEMNITY SIGNED OR NO WRISTBAND, AUTOMATIC DISQUALIFICATION FOR THE DRIVER WILL BE ENFORCED.

4.9 ENTERED VEHICLES

- Drivers shall enter and compete with only one vehicle for the duration of the EVENT, which is determined by leaving the starting line for his/her first official qualifying session.
- A driver may change to an alternate vehicle **prior** to the QUALIFYING EVENT, which must be declared prior to leaving the start line for their first qualifying lap and must have been scrutinized.
- A driver may qualify in one car but may **not** twin battle in another car should their car fail. All in keeping, all drivers are given a chance to score their points to make the series competitive and at the highest level.
- Vehicles that have been previously entered in any qualifying laps are ineligible as alternates. All vehicles entered must be eligible per Rules and Regulations and have passed scrutineering.
- A second vehicle may be entered into the competition; however, the driver will only be allowed to drive one vehicle in the qualifying's and competition respectively and must inform the organizers prior to taking to the circuit/raceway.

5. PROTESTS

5.1 INFORMAL INQUIRY

Prior to lodging a formal protest, participants are encouraged to attempt to resolve their disputes informally. Immediately upon acquiring knowledge of facts that could potentially be the subject of a dispute, affected parties may verbally notify the SupaDrift Series.

The COMPETITION DIRECTOR will determine the appropriate response will attempt to respond immediately but may defer the issue to the JUDGES. It may be necessary to defer any decision or response and participants should not always expect an immediate resolution.

An Informal Inquiry shall in no way interfere with the duties of the COMPETITION DIRECTOR, or the operation or safety of the event or other participants. If the COMPETITION DIRECTOR is the subject of the Protest, the CoC/Chief Steward/Organiser will be chosen to represent the protest to the JUDGES.

5.2 LODGING A PROTEST

Every protest shall be made in writing specifying which part of the SupaDrift Series Rules & Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of ZAR2000 within the time limits specified in these rules. The protest fee is NOT refundable even if the protest is deemed to be well founded and is altered/upheld by the JUDGES.

5.2.1 All protests shall be made to the JUDGE's only.

5.2.2 A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility shall be made no later than 2 hours before the start of the qualifying round.

5.2.3 A protest against a mistake or irregularity occurring during competition shall be made prior to the start of the following round of qualifying or round of competition (ie. Protesting an irregularity in 'Top/Supa 16' must be made prior to the start of the 'Top/Great 8').

5.2.4 A protest against any other action of an official shall be made within 10 minutes of the action.

5.2.5 Judges qualifying scores are NOT protestable.

5.2.5.1 Protests will be allowed in all rounds of tandem competition except the Finals.

5.2.6 Notification of a protest does not guarantee that the JUDGE will hear the argument within that time limit. The needs of the operation may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

5.3 HEARING PROTESTS

- The JUDGE's, or his/her designee, shall hear the protest and render a decision as soon as possible. The COMPETITION DIRECTOR will attempt to give all interested parties an opportunity to comment or provide input if required. The JUDGES's decision is final.
- Protests are expected to be well founded, reasonable, logical, and based on sound evidence. A well-founded protest may still be denied.
- The subjective areas of a judge's score and decision are not protestable.
- Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to SupaDrift Series protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.
- External data or video is not permissible in the evaluation of a protest.

- Only SupaDrift Series data and camera footage will be allowed in a review of a protest.
- Presentation of the form to the judge's stand must be in a professional and sportsman like manner. Failure to do so will result in your protest not being reviewed.

REVIEWING PROTESTS

- The COMPETITION DIRECTOR, or his/her designee, shall review the protest and render a decision as soon as possible. The JUDGES will attempt to give all interested parties an opportunity to comment or provide input.
- If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of championship points. Once a protest has been reviewed and denied, the driver will have the right to file a post event regarding the decision if the following conditions have been met.
- An appeal must be filed within 24 hours of the final battle of the event.
- The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest.
- Any outside and/or public discussions regarding the incident prior to the appeal process will void.
- Due to time constraints and the year-end awards prize-giving, appeals may not be reviewed concerning decisions at the final event of the year.

6. TECHNICAL INSPECTION

*****Any vehicle that does not conform to the safety requirements herewith outlined will not be allowed to practice and compete in the competition.***

6.1 INSPECTIONS

Prior to the drift car being entered into any EVENT for the current season, the Scrutineer will issue a SupaDrift Series Vehicle ID number/sticker and conduct an event logging of each car. Upon verification of conformance to the rules, an event tech sticker will be issued and affixed to the front windscreen of the competitive cars. Only cars that have passed the logging session, and have a valid tech sticker affixed, will be allowed to compete unless approved by the Scrutineer and Series CoC/COMPETITION DIRECTOR.

To be eligible for competition in an EVENT, all driver/vehicles must have:

- SupaDrift Series Vehicle ID Number / Number Board
- A current/valid Technical Inspection Sticker
- Current Valid MSA License

Event Inspections during each EVENT, the Scrutineer or his/her assigned representative, will conduct random inspections of any entered vehicles. All cars will be thoroughly checked at the logging event day. Each car will then be checked per event for all safety equipment and such criteria as mentioned in the Rules and Regulations.

These may be via a pre-event inspection, through an impound process either during or post event, or by any other method.

6.1.1 MAINTENANCE OF ELIGIBILITY

It is the responsibility of the team to maintain a vehicle's eligibility.

6.2 MODIFICATIONS

Any car which after being issued a Scrutineering Inspection Sticker by the Scrutineer is dismantled, or modified, or in any way changed which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval.

*****It is the responsibility of the team to notify the Scrutineer of any modifications.***

*Any means or tactic used that could deceive the judges or interfere with the judging process is strictly prohibited and will be subject to disciplinary actions.

6.2.1 RETENTION OF VEHICLES AND PARTS -

Participant hereby grants SupaDrift, and each of their agents and assigns, full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other Items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectively "Items"), including such Items that may be relevant incident to the investigation of an incident; the inspection or testing of such Items; or for any other purpose. SupaDrift may exercise this right to take and retain items at any time when SupaDrift determines in its sole and absolute discretion that such actions are necessary.

Participant fully releases SupaDrift from any liability whatsoever for loss of, damage to, or destruction of any such Items. When an item is suspected of being out of compliance with a SupaDrift rule, or when an item has been involved in an incident, SupaDrift may in its sole and absolute discretion collect and retain such Items if SupaDrift believes it is necessary to do so to further investigate, make a final determination, and/or preserve evidence, all in SupaDrift's sole and absolute discretion. At any time that SupaDrift collects and retains Items, SupaDrift will try to safeguard such Items and return such Items when SupaDrift has completed its work with them, but SupaDrift makes no representation or warranties that the Items will not be lost, damaged, destructively tested, destroyed or otherwise affected. SupaDrift is not responsible for payment, reimbursement, damage or loss to the participant as a result of compliance testing. If SupaDrift believes that an item should be retained or destroyed, or indefinitely or permanently retained, to prevent further use of such item in competition, SupaDrift may so retain or destroy such item.

6.2.2 PARTICIPANT OBLIGATIONS-

Participants must take whatever steps requested by a SupaDrift Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment. This obligation includes, but is not limited to, installing inspection holes, inspections ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like. SupaDrift Series is not responsible for payment, reimbursement, damage or loss to the participant as a result of such inspections.

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6.3 DAMAGE

If a vehicle is damaged due to an accident or other incident, the Scrutineer may remove the tech sticker. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then re-inspected. *****It is the responsibility of the team to notify the Scrutineer of any and all damage.***

6.4 TEAM REPRESENTATIVE

During Technical Inspection, there may only be one (1) person from the team serving as a representative for the car being inspected. The area should be closed off and private. All other personnel must leave area.

7 COMPETITION VEHICLES

7.1 VEHICLE ELIGIBILITY

Eligible models must have been considered a “production car” and have had a minimum build run of 600 units in their model year. Vehicles must be constructed by a major vehicle manufacturer and currently/previously available as a homologated and factory available vehicle.

Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.

- All vehicles must be rear wheel drive only.
- Kit cars, or space frame chassis are prohibited.
- Vehicles of any manufacturer are allowed as long as they meet the conditions
- Four-wheel drive vehicles modified to rear wheel drive are permitted.

Front wheel drive cars can be converted to RWD drive may be included but which encourages manufacture participation in the sport. Please consult with Scrutineer for technical regulations with this as OEM parts need to be used from that same manufacture.

Vehicles must maintain the original OEM unibody and/or frame structure between the OEM front and rear suspension mounting points.

Vehicles that do not meet the above eligibility criteria must petition for approval from SupaDrift Series. No trucks (other than ‘bakkies’) or SUVs will be allowed. ‘Bakkies’ are allowed (entered bakkies will have to pass scrutineering) and apply to XS Promotions for eligibility to compete.

Vehicles must be made from metal construction. Vehicles with aluminum construction must contact SupaDrift Series for roll cage specifications.

8 CHASSIS & SUSPENSION

8.1 Basic Chassis Design

The vehicle chassis (original OEM floorplan), frame and/or unibody must remain unmodified between the vertical planes created by the original forward most and rearward-most suspension mounting points. Unibody or chassis may be seam welded. Front suspension examples are in Figure 1 and 2. Rear suspension examples are in Figures 3 and 4. Plating of chassis is prohibited.

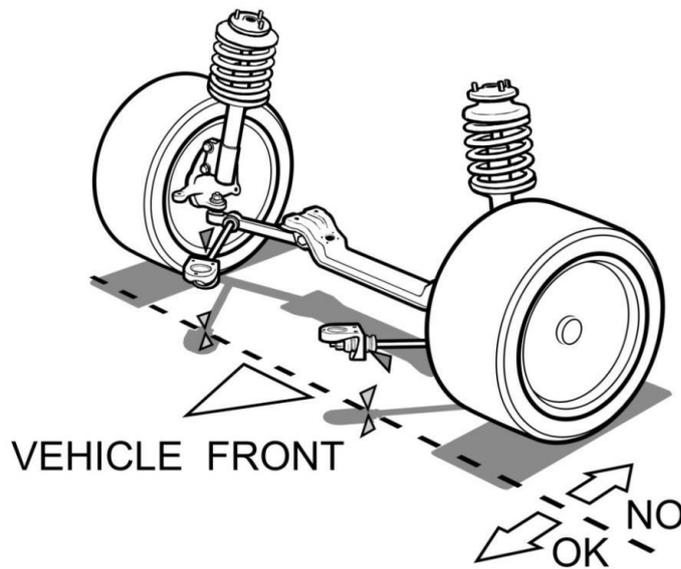


Fig. 1

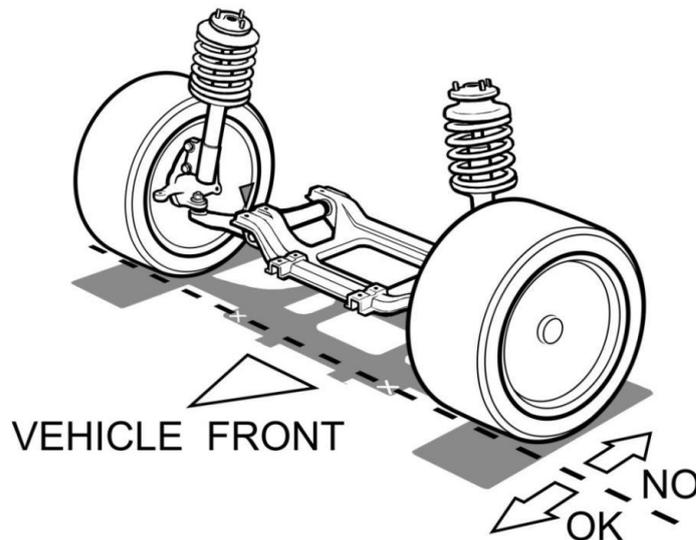


Fig. 2

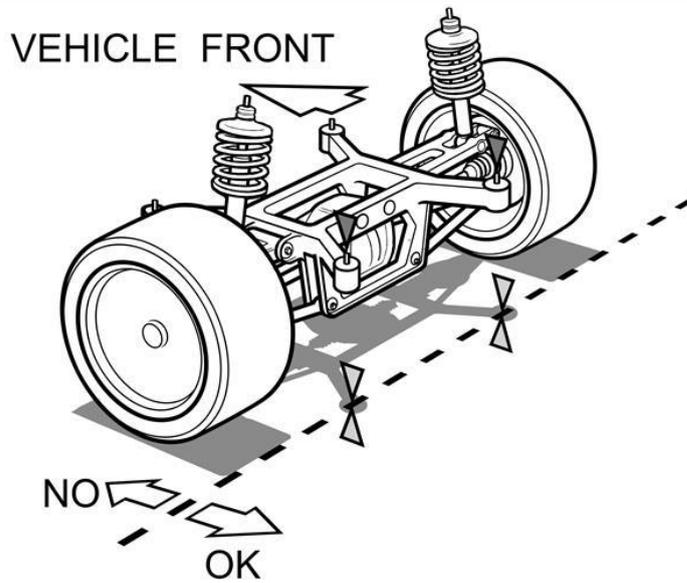


Fig. 3

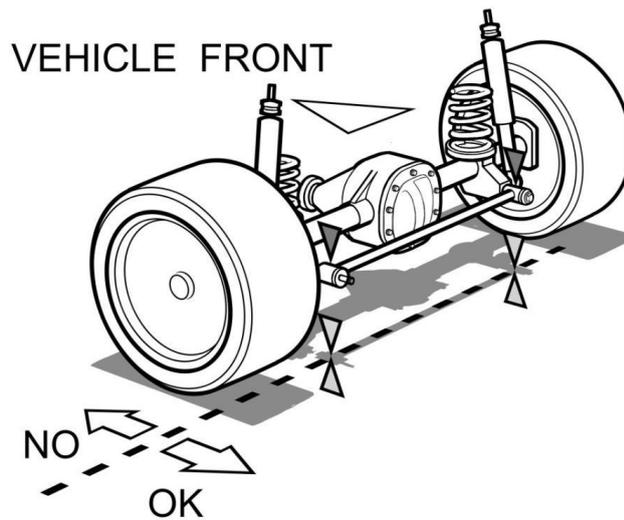


Fig. 4

Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, various tabs and/or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel. Any other items or structures must receive prior approval in writing from SCRUTINEER/Competition Director. Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody only if a suitable replacement structure of equivalent strength is installed.

No part of the engine casing may cross the vertical threshold of the original firewall into the transmission tunnel.

No other modifications may be made to the vehicle chassis, frame, or unibody.

Any holes in the firewall must be of the minimum size for the passage of controls and wires and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the driver's compartment.

FIREWALL AND TRANSMISSION TUNNEL MODIFICATIONS-

Modifications of the stock, OEM firewall and transmission tunnel are in Figure 5:

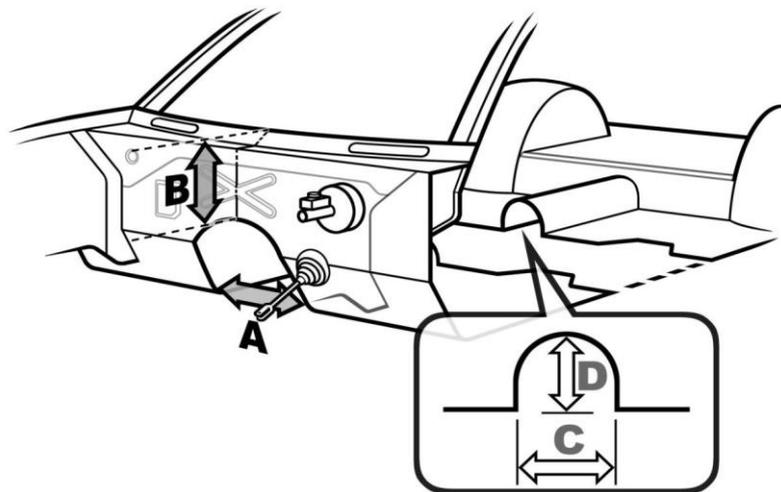


Fig 5.

Dimension A: Tunnel Width may be no wider than 457.2 mm

Dimension B: Minimum dimension of 254 mm between the bottom of the windshield and the top of the transmission tunnel.

Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 254mm.

Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 254mm.

Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 914.4 mm.

Modifications to firewall and transmission tunnel must be done with .036-inch (.9144mm) steel or .059-inch (1.4986 mm) aluminum.

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9 ROLLCAGES

9.1 GENERAL

The basic purpose of the roll cage is to protect the occupant if the car turns over, runs into an obstacle, or is struck by another car. It shall be designed to withstand compression forces from the weight of the car coming down on the rollover structure and to take fore/aft and lateral loads resulting from the car skidding along on its rollover structure.

Rollcages are mandatory and must be fitted to competition vehicle/s exempt **PRO1/GRASS ROOTS LEVEL** class (Street Legal Cars will be accepted and scrutineered on a 1 on 1 safety guideline)

Bolt in Roll Cages are allowed but must pass all technical safety requirements (9.4) and the inspection by the Chief Scrutineer. Bolt in roll cages compliant with FIA Schedule J standards and regulations are allowed.

The safety cage structure shall not unduly impede the entry or exit of the driver/crew. Any tube forming part of a safety cage structure shall not carry fluids or any other materials.

9.1.1 PADDING

Forward braces and portions of the main hoop subject to contact by the occupant's helmet (as seated normally and restrained by seatbelt/shoulder harness) shall be padded with non-resilient material.

9.1.2 WELDING

All roll cages must be based on a single Main Hoop of one (1) continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Welds shall be continuous around the entire tubular structure.

All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:

- The weld shall have no cracks.
- Grinding down of welds is prohibited.
- Thorough fusion shall exist between weld metal and base metal.
- All craters shall be filled to the cross section of the weld.
- Undercut shall be no more than 0.01 inch (0.25mm) deep.
- Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.
- A small portion of the cage may permeate the firewall as at a brace maybe be used between the strut tower and the firewall.

Forward braces and portions of the main hoop subject to contact with the occupant's helmet (as seated normally and restrained by harness/seatbelt) shall be padded with a non-resilient material. Ethafoam or Ensolite, or other similar material with a minimum thickness of 12.7mm is required.

9.1.3 ROLLAGE SPECIFICATIONS

All rollcages can be either MIG or TIG welded. All welds must show good signs of penetration and all tubes must be fully welded 360 degrees. All welds will be inspected for quality. Rollcages can be of a bolt-in type or a weld-in type.

9.2 MATERIALS

Cold drawn seamless steel, preferably clubman 500 specialist tube: T45 steel, Seamless SAE 1020 or 1025 mild steel tubing, DOM, and/or chromoly.

9.2.1 INSPECTION HOLE-

An inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter, shall be drilled in a non-critical area of a tube to facilitate verification of wall thickness.

9.3 TUBE DIMENSIONS

Main hoop -

CDS - minimum of 1 3/4 " (44.45mm) 12g (2.66mm) CD Maximum of 2" (50.8mm) 12g (2.66mm) CDS (10g 3.4mm also permitted)

T45- 14g (1.9mm) 1 3/4" (44.45mm) (12g 2.66mm also permitted) (All T45

must be supported with certificate of conformity)

Rest of rollcage -

CDS - minimum of 1 1/2 " (38.1mm) 12g (2.66mm) CDS Maximum of 2" (50.8mm) 12g (2.66mm) CDS (10g 3.4mm also permitted) CDS

T45 - minimum of 1 1/2" (38.1mm) 14g (1.9mm) Maximum of 2" (50.8mm) 14g (1.9mm) T45 (12g 2.66mm also permitted) (All T45 to be supported with certificate of conformity It is recommended that rollcages are made entirely from 1 3/4" tubing throughout.

9.3.1 TOLERANCES

Tube diameter will have a tolerance of +/- 1mm wall thickness of the tube will have a tolerance of -0.25mm

THE SCRUTINEER CAN AND WILL DRILL HOLES IN ROLLCAGES TO

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INSPECT TUBE THICKNESS, AT ANY TIME AND IF NEED BE.

9.3.2 BENDS

All bends must show no signs of crimping, or wall failure. All bends should be produced by a roller draw or mandrel type bender. The use of press type benders is not permitted. All bends must be produced in a cold state. No heat manipulation to be used. The radius of bends in the rollcage hoop will be no less than three times the diameter of the tubing.

All sections of the rollcage must be constructed from one continuous piece of tubing.

9.3.3 ATTACHMENTS

A minimum of six points attaching to the floor, there is no maximum amount of points but anything over 8 points should be checked with the Scrutineer before installation.

9.3.4 MOUNTING PLATES

All mounting plates must be made from 3mm thick, mild or stainless steel.

Surface areas-

MAIN HOOP - minimum of 120cm squared. (e.g., 12x10cm) FRONT LEGS -

minimum of 120cm squared (e.g., 12x10cm)

REAR STAYS - minimum of 60cm squared (e.g., 6x10cm) - Rear stays to be mounted as near to the rear turret as possible.

No single side of a mounting plate can be less than 2 inches. No single side of a mounting plate can be more than 8 inches. Mounting plates can be extended onto vertical planes.

Tubes can be mounted onto boxed plinths as long as the plinth attaches onto a mounting plate as described above of 120cm squared for front sections, or 60cm squared on rear stays.

All plinths must be closed in, and fully welded. Plinths must not be more than 5 inches high from the mounting plate. All plinths must be made from 3mm thick steel.

Front triangulation onto the front turrets - all tubes must attach to a 3mm thick plate, not less than 60cm squared. The hole in the bulkhead for the tube to pass

through must be filled after tube is fitted, with a welded plate around the tube to stop any fires or fluids from entering the driver compartment.

9.4 BOLT IN CAGE MOUNTINGS (*PRO1 Championship -> recommended*)

All bolt-in rollcages must be mounted to footplates welded to the body shell to the same specification as above. If a bolt in rollcage is to be mounted on plinths then plinths must be fully boxed off and captive nuts welded on the inside to secure the rollcage.

All plinths must be made from 3mm thick steel. All fixings must be a minimum of 8mm bolts (10mm recommended) and be an ISO rating of 8.8 or higher. Each footplate must have a minimum of 3 bolts securing the rollcage. In all cases, rollcage front legs must not be bent in to avoid the dashboard. (fig.4) Gusseting can be used to secure weld in rollcages to the body shell. Weld in rollcages can be welded directly to the body shell in any place that it touches.

9.5 ROLLCAGE CONSTRUCTION

All rollcages must consist of a minimum of 6 mounting points to the floor. They must also incorporate a diagonal member. Which must be attached to the main hoop above the drivers head and continue either onto the rear stay on the opposite side, or onto the main hoop on the opposite side. As close to the footplate as possible. (fig 6 and 2) If the rear diagonal is mounted onto the rear stay, and there is a harness/turret brace bar available then the diagonal should intersect with the harness bar if possible. (See pic 1.)

Rollcages must also include a minimum of 2 door bars in each door aperture. They can be arranged in a cross arrangement or run horizontally across the door parallel to each other.

In this instance the parallel bars must be attached to each other with a minimum of 3 vertical tubes evenly spaced down the door aperture. (fig. 9) All rollcages must be based upon a main hoop, which connects to the floor and follows the shape of the vehicle up and over the drivers head, as close to the roof and pillars as possible. It must also include a set of front legs, connected with a tube across the top of the windscreen. There must also be 2 rear stays connecting from the main hoop back down to the rear turrets.

The other compulsory items are the diagonal member as described above, and twin door bars as described above.

Rollcages can have as many extra reinforcement bars as long as they are included for safety. Extra bars must intersect with other tubes wherever possible or be no more than 100mm away from the next tube where possible. There may be exceptions to this rule, if in doubt contact the Scrutineer before installation.

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9.5.1 BASIC CONSTRUCTION

As mentioned on the first page, it is recommended that roll cages should be constructed entirely of 1 3/4 " diameter tubing. But it is not compulsory, apart from the main hoop.

9.5.2 MAIN HOOP

The main hoop must be bent from one continuous piece of tubing. The minimum diameter of the tubing will be 1 3/4 " (44.45mm) CDS. The minimum wall thickness will be 12 gauge (2.66mm) CDS. If the rollcage is to be constructed from T45 tube then the main hoop can be constructed of a minimum of 1 3/4" 14g (1.9mm) tube. See first page for maximum dimensions.

The main hoop will not have more than 5 bends, including one in the middle if needed to achieve a good fit to the roof. The main hoop will be a mirror image from the centre line. The main hoop will be as close to the shape of the body shell as possible. The legs that attach to the footplates must extend from the footplate as close to 90 degrees as possible on both axis. +/-10 degrees (fig. 1)

9.5.3 FRONT LEGS

The front legs will be constructed from a minimum of 12 gauge (2.66mm) 1 1/2" (38.1mm) CDS, If they are to be constructed from T45 then a minimum of 14 gauge (1.9mm) 1 1/2" (38.1mm) must be used. For maximum dimensions see first page. The front legs may not be bent in toward the driver to avoid the dashboard. (fig 4) Where the front legs attach to the floor in the drivers foot well area, the angle must not exceed 90 degrees to the footplate. (fig 5) Front legs shall be identical in construction on both sides, as a mirror image of each other. Front legs can, and are recommended to pass through the dashboard.

9.5.4 DOOR BARS

Must be constructed from a minimum of 1 1/2" (38.1mm) 12 gauge (2.66mm) CDS Or if T45 is being used then 1 1/2" (38.1mm) 14 gauge (1.9mm) can be used. For maximum dimensions see first page. All vehicles must run 2 door bars for each door aperture. They can be of a cross type, or can be mounted horizontally and parallel to each other, in this case, the horizontal bars must be attached with at least 3 vertical tubes evenly spaced across the door aperture. Door bars can be extended into the outer door skin. Door bars must not be higher than half the height of the door opening at the point where they become visible in the aperture.

9.5.5 REAR STAYS (MAIN HOOP SUPPORTS)

The rear stays must be constructed of a minimum of 1 1/2" (38.1mm) 12 gauge (2.66mm) CDS. Or if T45 is to be used then 1 1/2" (38.1mm) 14 gauge (1.9mm) can be used. For maximum dimensions see first page. The rear stays will be mounted as close to the centre of the main hoop, main bend as possible. And will intersect with the front legs. The angle of the rear stays will be no less than 30degrees from the horizontal or vertical. There shall be no bends in the rear stays. (fig 3) The rear stays should be mounted as close to the rear turret as possible. If rear stays cannot be used due to a rear bulkhead then the main hoop must be attached to the B pillar with brackets made from 3mm thick steel, and will bolt into the original seat belt anchorage points.

9.5.6 DIAGONAL MEMBER

All cages must have a diagonal member incorporated into the design. The diagonal must always be mounted onto the underside of the main hoop above the drivers head, not more than 100mm from the next tube, and mount to the rear stay on the opposite side, or onto the opposite side of the main hoop as close to the mounting foot as possible. If a harness bar/turret brace tube is fitted then the diagonal member should be trapped by this bar and point to the centre of the intersection. (pic 1)

It is recommended to install a dash bar brace that braces the front legs, but not compulsory.

There are three configurations of rollcage construction that can be used. They are as follows.

9.5.7 STD MAIN HOOP WITH FRONT LEGS. (fig 7)

This is the most common configuration and is also the recommended way of constructing a rollcage. It will consist of a main hoop joining to the floor near the b pillar, and will continue up and over the drivers head, staying as close to the body shell as possible. All main hoops will be supported with 2 rear stays to the rear turrets.

There will be a pair of front legs which will start from the A pillar area in the drivers foot well. They will continue as close to vertical as possible from the mounting plate, and then follow the angle of the screen pillar and continue over the drivers head. They will join onto the main hoop, as close to the centre of the main hoop main bend as possible. And will intersect into the rear stays.

The front legs will be joined with a tube that runs across the top of the screen. Notes. The screen bar must not have more than 5 bends. 2 each and 1 in the middle. Less than 5 bends is permitted. The front legs must not be bent in to avoid the dash.

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The front legs must not be attached to the footplate at over 90 degrees to the floor. (See diagram) The screen bar should be a mirror image from the centre line. Front legs should be identical in construction.

Rear stays may not have any bends.

9.5.8 FRONT HOOP STYLE CONSTRUCTION

This type of roll hoop will start from the A pillar area in the driver's foot well, the tube will continue as near as vertical as possible from the footplate to the screen where it will follow the angle of the screen up to the roof where it will continue across the top of the screen and back down passenger side. The front hoop will be connected to the main hoop with two horizontal tubes, which will intersect into the main hoop as close to the centre of the main hoop, main bend as possible. They will also intersect with the rear stays.

Notes: The front hoop must not have more than 6 bends and must be a mirror image from the centre line. The front legs must not be bent in to avoid the dashboard. The front legs must not attach to the footplate at over 90 degrees. Connecting tubes to the main hoop must not have more than 2 bends.

9.5.9 HALO TYPE CONSTRUCTION

This type of roll hoop construction shall consist of a halo type hoop which connects to the main hoop as close to the centre of the main hoop, main bend, and will intersect with the rear stays.

The halo hoop will continue from the main hoop along the top of the door and will follow the top of the screen round and to the other side. The halo hoop will be supported by tubes running down the screen pillar and to the floor near the A pillar.

The halo hoop will not have more than 4 bends. The front support bars will have no more than 2 bends. The halo must be a mirror image from the centre line, and the front supports will be identical in construction. The front supports must not be bent in to avoid the dash.

9.5.10 NOTES

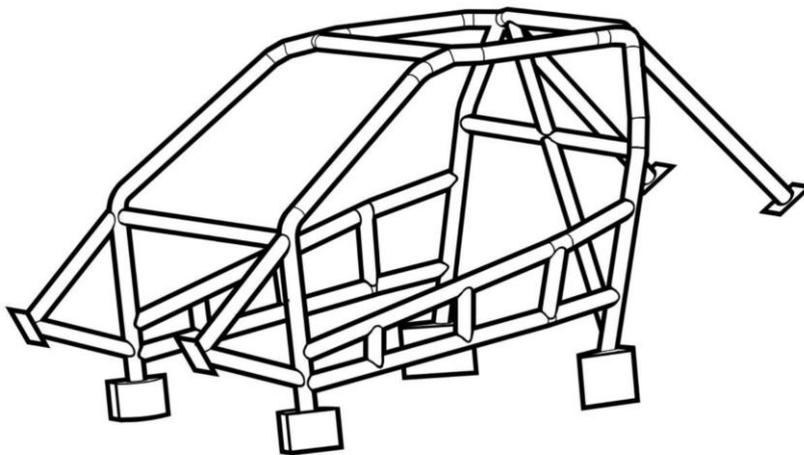
All rollcages should follow the guidelines in this rulebook... The Scrutineer can fail a rollcage if he deems it to be unsafe in any way, even if the guidelines have been followed.

Tube thickness and diameter will be checked and any rollcages not meeting the minimum or maximum standards will not be passed.

Any person wishing to construct a rollcage from T45 tubing will be required to produce a certificate of conformity for the material used. A pass will not be issued without this paperwork.

It is wholly the responsibility of the driver to ensure the rollcage is built to a high standard and the Scrutineer will not be held responsible for any injury or accident, or damage to vehicles caused by an unsafe rollcage, after passing scrutineering. If you are unsure of any of the guidelines or have any queries then do not hesitate to contact the chief Scrutineer at any time. It is highly recommended that before any rollcage is installed that you contact the Scrutineer.

9.6 BALLAST



RIGHT HAND DRIVE CONFIGURATION

Ballast must serve only the unique purpose of adding weight to a vehicle. A

vehicle may have up to 22kg of ballast weight added to it.

Ballast must be mounted ahead of the rear axle. Blocks must weight no less than 2.2kg each and cannot be made of liquid of any type, pellets or any other granulated material.

Ballast must be securely bolted in place with a minimum of one 12mm diameter grade 8 bolt.

No weight shifting devices are allowed including but not limited to hydraulic or electronic devices.

Dislodged weight ballast cannot be returned to the vehicle for weight in purposes.

10. SUSPENSION AND BRAKES

- A. In-cockpit / Driver adjustable suspension will not be allowed. Examples include but not limited to sway bars and electronic shock / damper adjusters such as the Tein EDFC.
- B. No suspension changes or adjustments will be allowed between runs by any means including remotely. No actuators, servos, or motors of any kind will be allowed.
- C. Driver adjustable brake bias is allowed.

10.1 FRONT SUSPENSION

OEM front sub-frames and cross members must be stock and available on the exact year make and model that is competing in SupaDrift Series.

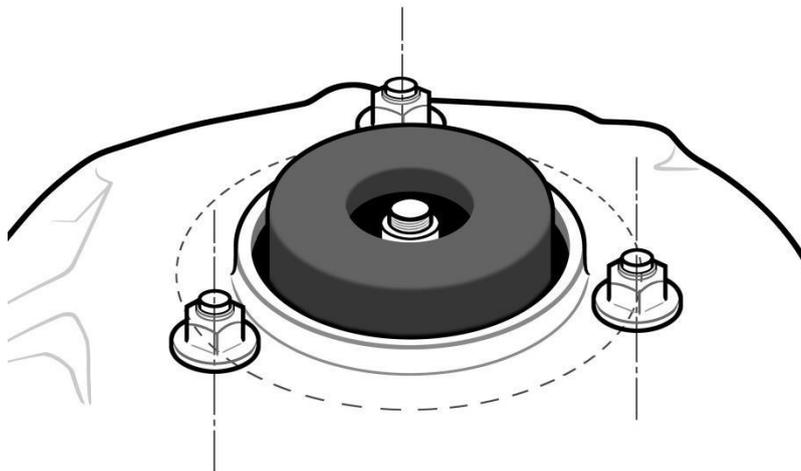
Original suspension design type must remain: Double wishbone, MacPherson strut etc.

Suspension relocation brackets that move suspension points or pivots regardless if they are bolt into the chassis will **NOT** be allowed.

MacPherson strut upper mount pivot must remain within the dimensions of the OEM bolt circle (Inner bolt PCD) on the chassis. Refer to Figures 6a and 7a.

The OEM pattern on the chassis must remain unaltered and be the only means of mounting the upper strut mount. All OEM bolt holes must be present and utilized. Vehicles with MacPherson upper strut mounts not represented in the illustration must contact the SupaDrift Technical Department.

Fig 6a.



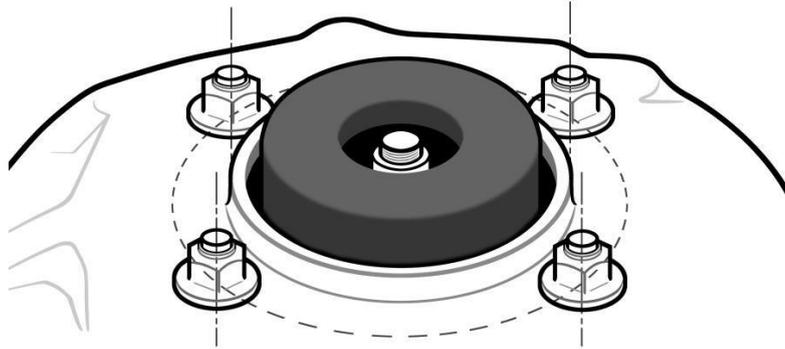


Fig 7a

Front subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed

All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed. This will be measured center to center from the original pivot point to the new pivot point. Please refer to Figure 8. This rule only applies to vehicles with a rear subframe

Front subframes may only be modified to directly allow for oil pan/ starter clearance and steering rack relocation. The front subframe must retain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modifications, cutting, welding, strengthening, etc is not allowed.

10.2 STEERING

Modifications of steering components (steering rack, tie rods, etc) are free. This includes mounting the rack to the front subframe.

10.3 REAR SUSPENSION - LIVE AXLE

The original chassis mounting points must remain unaltered and in the original factory position. Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will **NOT** be allowed.

Original suspension design must remain: 3 link, 4 link, etc.

10.4 REAR SUSPENSION - INDEPENDENT

OEM Rear sub-frames and cross members must be stock.

Original suspension design type must remain: 3 link, 4 link, strut, etc. Modified or aftermarket suspension parts, including hubs, are allowed.

Rear subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed.

All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed including subframe bushing to chassis mounts.

Additional mounting tabs may be added to relocate the suspension arm mounting points a maximum of 50.8mm on any plane from the original mounting position. This will be measured center to center from the original pivot point to the new pivot point. Please refer to Figure 8. This rule only applies to vehicles with a rear subframe

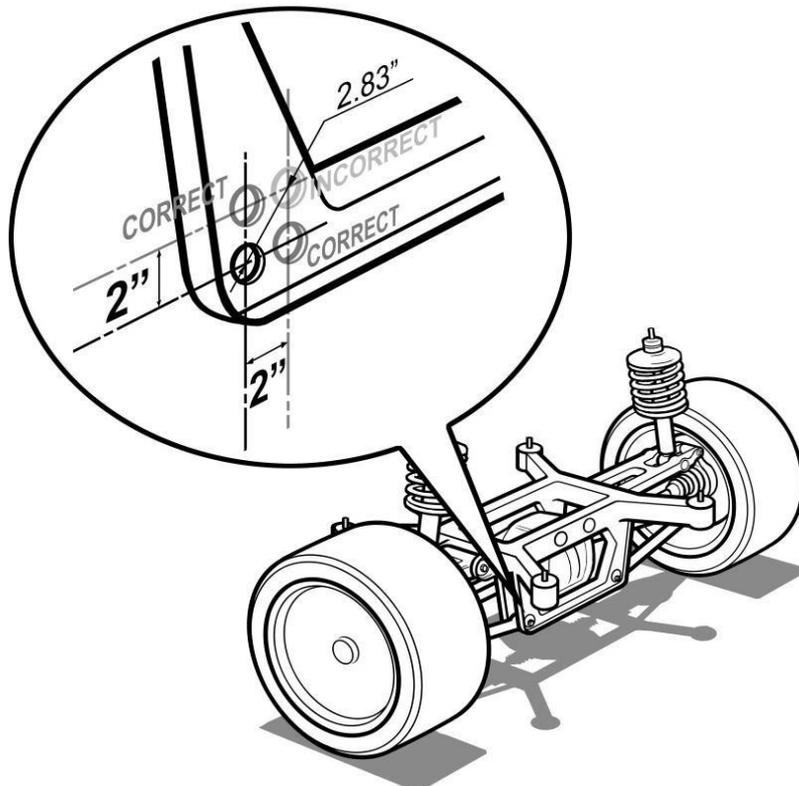


Fig 8.

10.5 MODIFIED OR AFTERMARKET SUSPENSION PARTS

Modified or aftermarket suspension parts, including hubs, are allowed.

10.6 WHEELS

Beadlocks, wheel screws and any additional form of attachment device between wheel and tire is prohibited.

10.7 BRAKE SYSTEM

The primary brake system must operate all 4 wheels. Dual master cylinders pedal assemblies are allowed. Driver adjustable brake bias is allowed.

Secondary hydraulic e-brake systems are allowed either as a fully separate system or as a pass-through system.

Secondary Brake system / E-brake must only operate the rear wheels.

10.8 WHEELS

Beadlocks, wheel screws and any additional form of attachment device between wheel and tire are prohibited.

11. DRIVETRAIN

11.1 ENGINE

Engine, transmission ECU and/or final drive modifications are free, but only the rear wheels may propel the vehicle and may only run on gasoline (pump fuel), diesel, and ethanol blends. All other fuels require written approval from the technical manager. All fluid systems must be free of leaks.

11.2 COOLING SYSTEM

Cooling system modifications are free but must be fully closed and free of leaks.

Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.

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If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of 1mm steel, or 1.5mm aluminum. The floor of the enclosure must be designed to prevent accumulation of fluids.

Cooling systems shall be filled with water only. "Water wetter" is allowed.

Radiator catch tanks with a minimum capacity of one (1) litre are required. Catch tanks must be securely fastened and sealed from the driver's compartment.

11.3 OIL SYSTEM

Oil system modifications are free but must be fully closed and free of leaks.

If the oil tank is located in the driver's compartment area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .9144 mm steel, or 1.4986mm aluminum.

The floor of the enclosure must be designed to prevent accumulation of fluids.

Oil catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.

All engine components and exterior components that support engine operation such as oil cooler, Accu-sump, dry-sump tank, oil filter, and oil lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

11.4 FUEL TANK/ CELL

The fuel system design is free, but engines may only run on gasoline, diesel, and ethanol blends. All other fuels require written approval from the technical manager.

Safety Fuel cells are required for all vehicles with a relocated fuel tank. Safety fuel cells shall consist of a bladder enclosed in a metal container. If the factory fuel tank is retained, it must be mounted in the factory location in the factory manner while being enclosed by the factory sheet metal.

Drag race style fuel cells with bottom mount sumps and or fittings are prohibited. Fuel cells meeting SFI 28.1 are recommended.

Fuel tank/cell must be separated from the driver's compartment by a permanently mounted steel or aluminum bulkhead.

The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead. Fuel cells may be installed in the interior of the vehicle, preferably within the confines of the roll cage structure.

The floor pan may be modified to fit a fuel cell and lines.

Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over. Fuel System must not leak on the track, starting line, or grid area.

Installation of Discriminator valves may be required on vent lines to prevent fuel leaks.

FUEL LINES

Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.

No fuel lines may be routed through the driver's compartment.

Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the vehicle.

The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with .9144 mm steel or 1.4986 mm aluminum and sealed. There shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident as well as a one-way "flapper" valve.

11.4.1 NITROUS OXIDE

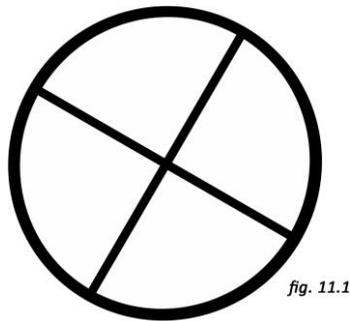
- Nitrous Oxide bottles must be securely mounted and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date.
- All Nitrous bottle must be stamped with minimum DOT -1800-pound rating.
- The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.
- The use of plastic bottle brackets is prohibited. Nitrous bottles located in the driver compartment must have a "BLOW DOWN TUBE" which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).

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11.5 EXHAUST SYSTEM

Exhaust system modifications are free, but recommended exit point is aft of the rear axle or in the original location. Mufflers are not required.

Exhausts exiting off of the side of the vehicle afore the rear axle and/or through the bonnet openings must have a X-weld at the exit opening. Fig 11.1 (see attached)



11.6 STARTER

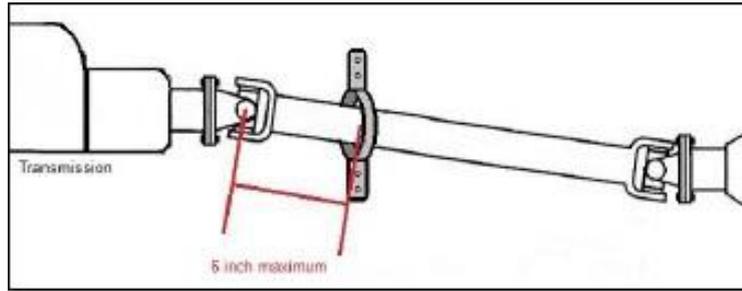
All cars must be equipped with an on-board starter and power supply which must be in working order at all times.

11.7 TRANSMISSION

All vehicles must be equipped with a functioning reverse gear. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

11.8 DRIVESHAFT

All vehicles must have a driveshaft retaining loop mounted with 150mm of the forward most universal joint and be securely attached to a body or frame structure.



The driveshaft loop may be made of minimum 6.35mm steel x 50mm wide strap or 23mm x 1.65mm steel tubing and be securely mounted in case of universal joint failure.

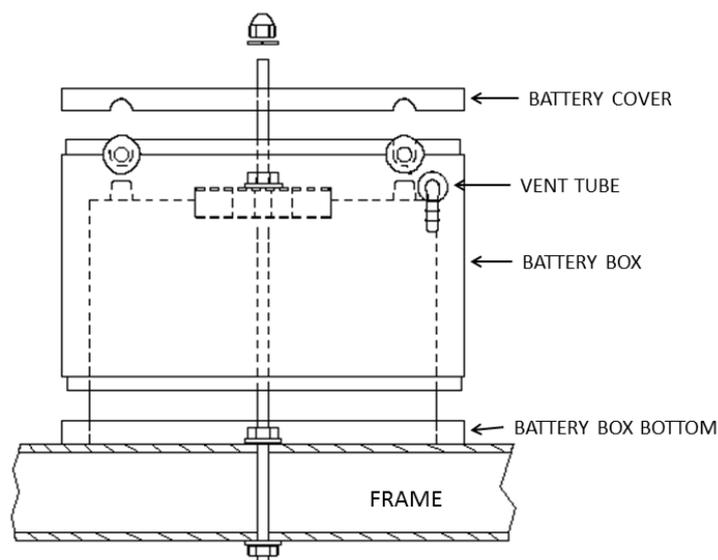
11.9 TRACTION CONTROL

- Traction control and other non-specified “driver aids” are not allowed. Including but not limited to speed sensors, linear transducers, driveshaft rpm, and steering position. Wheel speed and driveshaft sensors must be removed.

12. ELECTRICAL SYSTEM

12.1 BATTERY

- The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts.
- Batteries may be relocated. Relocated batteries must be fastened to the frame or unibody with a minimum of two 10mm diameter bolts. J bolts or hooks are prohibited.
- If the battery is located in the driver’s compartment, it must be in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box and properly vented and drained.



(2) 3/8" THREADED RODS TO PASS THROUGH BATTERY BOX AND HOLDDOWN TO SECURE THE BATTERY TO THE VEHICLE'S FRAME

12.2 MASTER CUT-OFF

- A Master electrical cut-off switch, wired to completely shut off all engine and electrical system function (except for electrically operated fire suppression systems, if applicable) is mandatory and must be mounted outside the vehicle, and is to be clearly marked with the appropriate “OFF” markings.
- The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

13 BODY EXTERIOR

13.1 BODY PANELS

- Vehicles must maintain the OEM look and feel and be clean, free of damage and presentable for competition.
- All bodywork must be painted or covered, securely latched and/or fastened and not loose in any manner.
- Over fenders are permitted and should be installed as in Figure 10

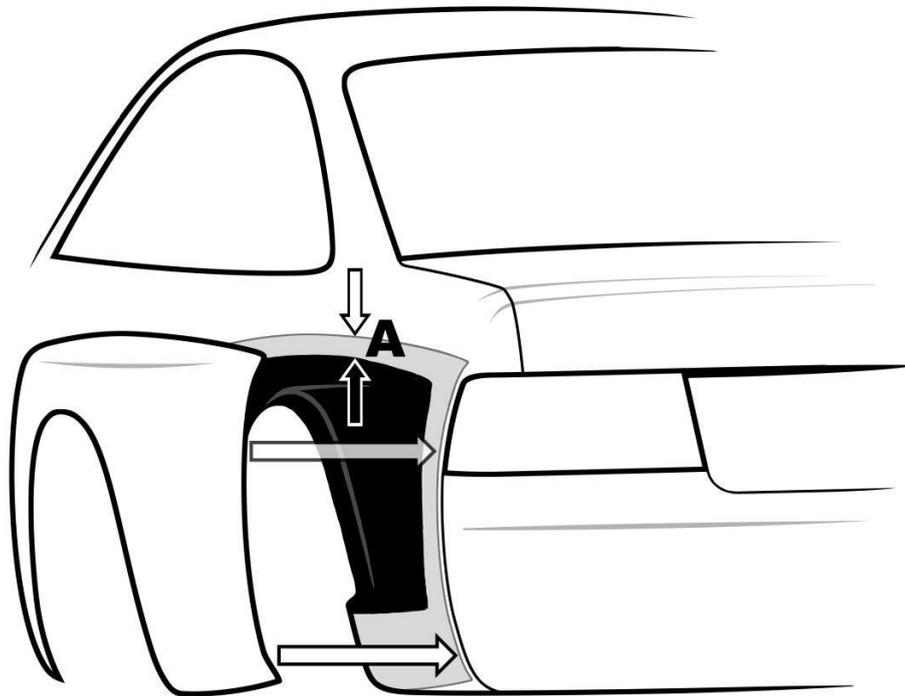


Fig 10.

- One-piece front ends are not permitted.
- Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- Aftermarket body panels, front and/or rear fascia's, side skirts and wings, etc are permitted; body work that is not designed as OEM or an OEM replacement of the original make and model of the vehicle must be approved by the CoC/COMPETITION DIRECTOR or SCRUTINEER.
- The outside door latch/lock operating mechanism may be removed or modified. If it is not in the original location, the door must be operable from the exterior and the opening mechanism must be clearly visible and/or marked for access by safety personnel.

13.2 DOORS

- Doors must be mounted to the chassis with unmodified factory hinges. (quick release doors are prohibited)
- Doors must use the factory latch mechanism
- The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.
- Doors with an exposed interior must have the sharp edges removed or covered.

13.3 WING AND DIFFUSER SYSTEM

- No vertical aerodynamic elements may be added other than, 2 (two) wing standoffs and 2 (two) wing end plates. The size of each of these may not exceed 305x407mm in size per unit (dimension, not surface area).
- The installation of these devices may not obstruct the view, from any angle, or operation any of safety device, signaling light, indicator, or other equipment.
- Diffusers are allowed.

13.3 WINDOWS and WINDOW RESTRAINTS

- Door, quarter and rear window must be OEM glass, clear/polycarbonate with minimum thickness of 3.175 mm and securely bolted in place.
- Side windows shall have a window net, clear O.E.M. glass, or a piece of clear Lexan/polycarbonate in place of both front window openings whenever the vehicle is on-track.
- Side windows and rear windows must be clear, *use of tint or wrap is prohibited.*
- Competitors may choose to use arm restraints in lieu of side windows or a window net. Competitors with convertible vehicles must use arm restraints.

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13.4 WINDSHIELD

- Windshields must be installed and OEM glass or OEM replacement material - Non-glass, Lexan or Polycarbonate replacement windshields must be a minimum 2mm thickness, be adequately mounted, and have supplemental, vertical bracing securely mounted down the center of the opening, inside the vehicle.
- Windshields must be clear, *use of tint* is prohibited.

13.5 WIPERS

- Cars must have a functioning windshield wiper.

13.5 MIRRORS

- Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.
- OEM mirrors in the OEM mounting position are encouraged.

13.7 HOOD PINS

Two (2) hood pins, equally spaced across the front of hood, are required within 609.6 mm of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended. The original stock latch must be removed.

13.8 DECALS

All required SUPADRIFT SERIES and/or other decals or markings must be present in the specified location. SUPADRIFT SERIES windshield banners are required.

SUPADRIFT SERIES reserves the right to have any decals, marks, or other items removed or covered at their discretion.

13.7.1 DECAL PLACEMENT

All competing cars must carry the following mandatory Decals or marks, as well as any other decals as mandated by SUPADRIFT SERIES via supplemental regulations, memos, and other communications.

1. Two (2) assigned car numbers: One (1) on each side of the car in a colour, utilizing the approved SupaDrift Series Number Board
2. One (1) official SupaDrift Series windshield banner.
3. One (1) TV Partner/Primary Partner

Logo on vehicle as specified. 4. All mandatory contingency decals as appropriate. 5. Competitors may also be required to carry event specific sponsor decals or marks.

It is recommended that all drivers and teams must carry a SupaDrift Series patch on the uppermost right chest of the driver's and teams uniform.

13.8 TOWING APPARATUS

All cars must have a minimum (1) front and (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of two inches and be in a contrasting color to surrounding body work.

The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 2.2 TONS. Tow apparatus made from webbing under no circumstances may have bolts or rivets through webbing. Use of a 3 bar buckle or sewing is required on webbing designs.

Tow apparatus must be a unique-purpose device. Using other structures i.e; a wing, body panel, or wheel is not allowed. The use of factory "tie down loops" is not permitted.

Tow apparatus must be easily accessible if the car is stopped in a gravel bed without removal or manipulation of body panels or other bodywork.

Tow apparatus must not protrude more than 50mm beyond the furthest forward or rearward dimension of the bodywork or otherwise are hinged and/or collapsible in order to create a blunt surface.

Tow apparatus must be clearly marked with an arrow in a contrasting color to the body color by using paint or by using a decal.

13.9 LIGHTS

13.9.1 OEM LIGHTS

All OEM lights and or aftermarket lights and markers must remain in place. At least one (1) brake lights, taillights (rain lights), and headlights must function normally. The use of electrical cut-off switches, or any other device that renders the brake lights inoperative in any way, is *strictly prohibited*. A minimum of one (1) *headlights must work also for nighttime events*.

Rearward facing strobe lights of any color are strictly prohibited.

FRONT BRAKE LIGHT

Each vehicle must have a brake light that is visible from the front of the vehicle, and from above. They are 36 inches long LED strips and must remain 36 in

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length. They are to be mounted at the base of the vehicle roof, at the top of the windshield. They are to be mounted above the top windshield banner and the strip should run along the top of the windshield and be centered. The light must be connected to the existing brake light circuit.

14 BODY INTERIORS AND DRIVERS COMPARTMENTS

14.1 INTERIOR

The interior of the vehicle must be clean and professional in appearance. All non-essential and/or loose items must be removed.

Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets and covers.

It is recommended that all carpeting and/or sound deadening material must be removed. Supplemental Restraint Systems (SRS) must be removed.

14.2 DASHBOARD

The dashboard must be either stock or stock replacement. Replacement must be same dimension and position of stock dashboard.

The modification of gauges is free.

14.3 STEERING WHEEL/SHIFT KNOB

Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

15. DRIVER'S SAFETY EQUIPMENT

15.1 HELMET

All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:

- Snell Memorial Foundation – SA2005, SA2010,SAH2010
- SFI Foundation – Spec 31.2, Spec 31.2A
- FIA 8860-2004, 8860-2001

Full-faced helmets are required. If driver or passenger wear an open-face helmet, a fire-resistant material balaclava is compulsory.

Helmet chinstraps must be buckled or fastened while on course.

Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).

Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to SUPADRIFT SERIES. It will be forwarded to the certifying organization for inspection. Details of the accident should be included.

15.2 DRIVING SUIT

One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to “FIA 2000” specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.

Fire-resistant underwear is recommended.

Gloves, shoes, and socks are required. Socks must be made of fire-resistant material. It is recommended that shoes and gloves must be made of leather, or any other approved fire-resistant material and must be free of holes, tears or other openings except those made by the manufacturer of the equipment.

All drivers and teams must carry a SUPADRIFT SERIES patch on the uppermost right/left chest. Other official series sponsor patches may be required.



15.3 EYE GLASSES

Any corrective eyeglass material used shall be of safety glass-type and meet all such RSA Government standards.

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15.4 SEATS

All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must be homologated to FIA standard 8855- 1999. The usable life of an FIA homologated seat will be 5 years from the date of manufacture indicated on the seat label.

Sample FIA seat homologation label:

Sample FIA seat homologation label:

	In compliance with : FIA Standard 8855-1999
	Manufacturer Name : Name of Manufacturer
Serial n° : xxx xxx	
Model : Model Name	
Homologation N° : CS.xxx.xx	
Date of Manufacture : MAY 2012	

The homologation labels must be visible

15.4.1 SEAT SUPPORT

Seat supports shall be of the type listed on FIA technical list (lateral, bottom, etc). Welded direct or bolted into seat rails. All to be solid mounted and no give in the SEAT.

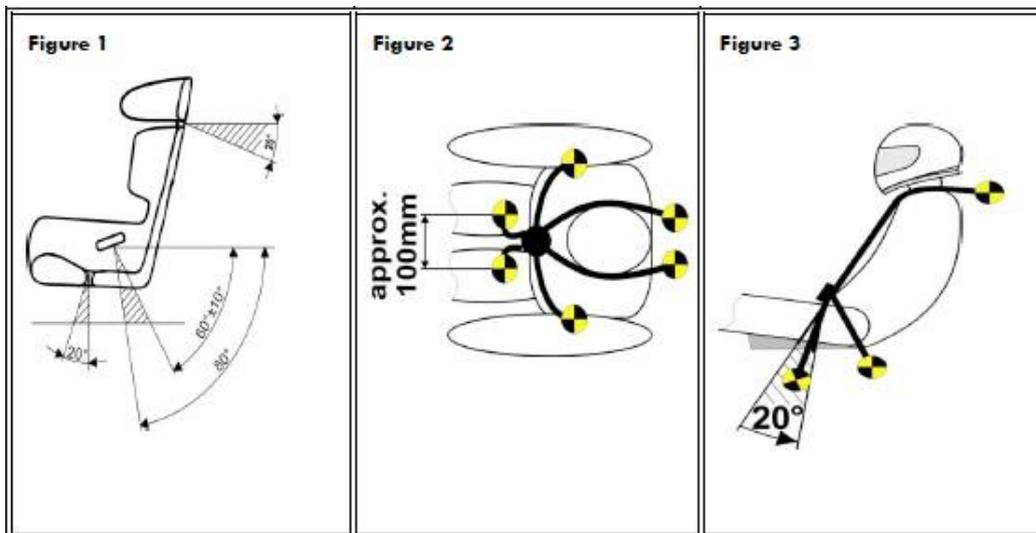
15.5.2 MOUNTING HARDWARE

All hardware used in the mounting of seats, or other structural supports shall be SAE Grade 5 or better with a 5/16" minimum diameter.

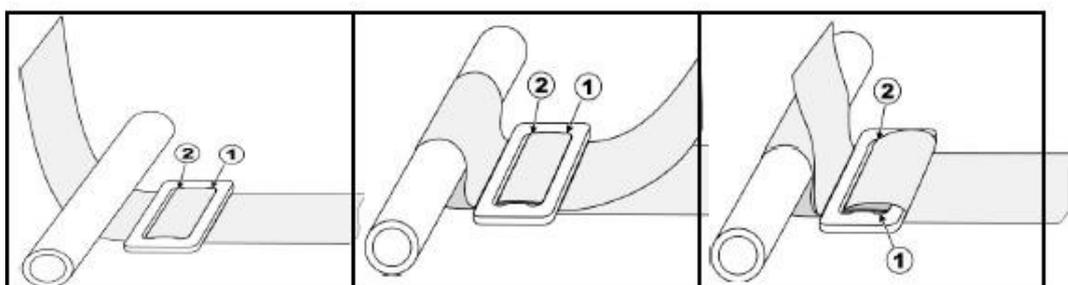
15.6 SEAT BELTS

All cars are to have a minimum 4 Point Harness and to be FIA Approved [75mm (3 Inch) belts and all pins are to be inserted] or be passed by the Chief Scrutineer as safe and as properly mounted. All harness attachments are to be attached to eyebolts, rollcages and positioned in the same locations and angles as below.

Eyebolts are required for harness mounts but if standard eye bolts are not used, any extra mounts must be of a plate type with a welded captive 7/16 UNF nut. The plate must be minimum of 25cm squared (5x5cm) 3mm thick, the plate must be fully welded on the underside of the vehicle body, so as to trap the floorpan between the plate and the eyebolt.



The figure below is the preferred method for harness attachment to harness bar.



15.7 ARM RESTRAINTS

**Occupants may choose to use arm restraints in lieu of the required window or window net. Occupants of open cockpit cars must use arm restraints.*

15.8 HEAD AND NECK RESTRAINTS

It is recommended that a system of head restraints to prevent whiplash and rebound and also to prevent the occupant's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests shall also meet this requirement and have a support to the main hoop.

The head restraint on non-integral seats shall have a minimum area of thirty- six (36) square inches and be padded with a non-resilient material such as Ethafoam® Ensolite®, or other similar material with a minimum thickness of one (1) inch. Padding meeting SFI spec 45.1 is recommended.

Head and neck restraints certified in accordance with SFI 38.1, FIA 8858- 2002 or 8858-2010 are recommended.

**Hans-Devices are also highly recommended.*

These must be solid mounted as the regulations develop constantly over the next few years we want to make sure we have the highest level of safety available in this sport to make sure constant levels of safety are attained. We are recommending drivers slowly start using the above over the next two to three years with an aim to make them compulsory in 2024.

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The anchor pickup points for the HELMET and the HANS device labelled on number 3 are the only areas where it must be attached to the helmet.

15.9 FIRE SUPPRESSION SYSTEM

All cars must have an on-board fire extinguishing system.

The bottle must be mounted so that it can be removed easily for verification of full charge by weighing.

A nozzle outlet must be directed into the driver compartment but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment.

If the fuel cell compartment is under the car, or the stock fuel tank is being used, the third nozzle shall be pointed at the point where the fuel lines come into the cockpit. If no fuel lines enter the cockpit, the nozzle shall point at where the fuel/sender lines come off fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified every year. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.

INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

- *Capacity*
- *Type of extinguishant*
- *Weight or volume of the extinguishant*
- *Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.*

15.9.1 FIRE SYSTEM MOUNTING

All extinguishers must be adequately protected and must be situated within the driver's compartment.

In all cases, their mountings must be able to withstand a deceleration of 25g. All extinguishing equipment must withstand fire.

15.9.2 TRIGGERING DEVICES

Any triggering system having its own source of energy is permitted; provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.

This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.

If the fire system activation switch used by the driver is located within 12" of one of the front door window openings a second fire system activation switch is not necessary.

Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

15.9.3 NOZZLES

The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

15.9.4 SAFETY PINS

The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

16 TYRES

16.1 TYRE ELIGIBILITY

Tyres must be DOT/E-Marked approved and have a minimum production run of 2,500 tyres, and the tyres must be available in RSA at regular retail outlets OR REGISTERED ON THE LEGAL TYRE LISTINGS AS ATTACHED.

Tyres must be available in RSA over the counter as a walk-in customer or as above stated.

Racing slicks, semi-slicks and cut slicks including intermediate tyres are not allowed. Tyres marked for racing use only are not allowed. Tyres showing signs of removed sidewall markings may be assumed to be illegal...T

All Tyres - Maximum Width for is 265mm is applied across all these tyres. A discrepancy of 10mm is allowed to tyre teams should there be a short supply order of these particular tyres in supply. Should these be a tyre supply issue for the team/driver a formal email from the Tyre Manufacture will need to be sent to the SupaDrift Series organisers.

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16.2 TYRE-MODIFICATIONS

Any attempt to modify tyres in any manner is prohibited. "Grooving" or "Shaving" of tyres is prohibited.

The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.

Tyre warmers or any other means of artificially altering the tyre temperatures are prohibited.

*Tyres must meet a minimum durometer reading of 49, hot or cold, at all times during an EVENT, measured using an ISO868 or ASTM D2240 compliant Type A durometer.

PRO1 Championship Maximum Width for is 245mm is applied across all these tyres. Racing slicks, semi-slicks, intermediates and cut slicks are not allowed in this Championship/Competition. ONLY normal road going DOT/E-Marked approved tyres allowed.

17 MISCELLANEOUS REGULATIONS THAT NEED TO BE NOTED

D Ball joints, suspension bushes and wheel bearings must be in good condition.

D Side mirrors must remain.

D Vehicles must retain a passenger seat.

D Cutting of the main chassis rails is prohibited.

D All exterior performance parts, excluding wing mirrors but including rear spoilers and wings must not exceed the body width of the vehicle.

D The original dashboard can remain intact (apart from rollcage alterations) or can be replaced by a replacement unit built to similar or better standards/appearance to the OEM unit. Instruments are free to change

D All steering, drive train, wheels and brakes are free to change

D Catch tanks for oil and water must be installed and securely fastened with its contents easily visible on inspection. (All water and oil breathers must be connected to the catch tank) If not this is immediate disqualification.

18 SCRUTINEERING

Each vehicle will have to be scrutinized at each round of the competition. It is your own discretion that your car is scrutinized in time.

The car must be fully available (unlocked) for inspection during the period specified in the event timetable or crew must be present – the scrutineers can inspect the car if unattended, but the driver is responsible for ensuring bonnet pins etc., are replaced.

The driver is responsible for ensuring the car fully complies with the regulations – being passed by the Scrutineer is not a guarantee it to be fault free – every detail cannot be checked every time. On completion of the scrutineer's inspection an SD Log will be noted for your car and you will receive a pass stamp, which will be attached to the vehicle.

The car must not be taken onto the track without a valid scrutineering label unless specifically authorized by a MSA/SD Official. If a vehicle fails its initial scrutineering inspection it may be re-entered after all competing vehicles have been inspected.

In the event of an accident / damage to the vehicle, the organizers reserve the right to re-inspect the vehicle before returning to the circuit.

COMPETITION REGULATIONS

19 JUDGING EXPLAINED

Drifting is a driving technique in which the driver takes the racing line that provides the highest speed and angle the car is capable of handling. The judges usually specify a preferred line during driver's meeting.

Judging Criteria (Qualifying Single Runs)

Qualifying Single Runs will be judged based on a "100 point must" system. Every driver will start with a perfect score of 100 pts. And will have deductions applied based on the judging criteria. Judging starts at the time the vehicle leaves the starting line and concludes when it crosses the finish line, as marked. Drivers that continue to drift beyond the marked finish line can be given a score of 0 or have other penalties assessed as appropriate.

Fundamentals of Judging

The criteria for judging are as follows:

1. LINE
2. ANGLE
3. IMPACT

1. **LINE:** The race line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points/zones, outer clipping points/zones, and transition zones. The exact line of each track will be dictated by the judges at each track.

Inner Clipping Point/Zones (demarcated on track) are reference points on the course where the vehicles front bumper or tyres should come as close as possible to the reference point (as outlined and explained by the JUDGES in Drivers Briefing).

Outer Clipping Points/Zones (demarcated on track) are reference points are scored by determining how close the corner of the vehicle's rear bumper/tyres comes to the point (as outlined and explained by the JUDGES in Drivers Briefing).

Transition Zones are areas on track where the direction of the line changes and vehicles must change the direction of their drift. Scoring will be based on the execution of the transition. The race line will be given during the drivers' meeting.

2. **ANGLE:** The maximum angle at which a driver can maintain and control their vehicle throughout the marked course.

3. **IMPACT (Style):** Style is probably the most subjective part of the drivers' runs. Style is just what it sounds like: The drivers' overall ability to take the specific judging criteria and display it is the most personal and individual way. That is the essence of style. Aggressive flicks, closeness to walls, extreme angle and extreme proximity to the lead vehicle (in case of head-to-head competitions) are examples of how personal driving style can be showcased.

Style Criterion:

- Initiation
- Fluidity
- Commitment

19.1 QUALIFYING

The format for Qualifying is a “knockout” format. Drivers will complete two (2) runs on the track. After each competitor has completed two (2) runs, the top 16 drivers will be placed in the tandem bracket by qualifying rank and represented as the Pro Cup. If 32 Competitors or more attend an event and 30 of the 32 or more competitors qualify with more than *45 qualifying points*; then all 30+ cars will be entered into and qualify for the Pro Cup Competition. Depending on the number of entries...the bottom 8/16 spots or more allotted for tandem will then qualify for the Silver Cup if points accrued are based on the qualifying points bare minimum (above or equal to the 45 points). Drivers ranked from 16-32 or lower – lowest positioned driver after the qualifying runs will keep their highest run score. The higher of the two scores will be the score that each driver keeps. From there, a running order for tandem eliminations will be set for competition results to ensue.

A) Qualifying Scoring

In qualifying, each judge will be assigned to a criterion: Line, Angle, or Style. Line is worth 60 points. Angle is worth 20 points. Style is worth 20 points.

Qualifying Score Example Line

Judge: 44/60 Points Angle Judge:

19/20 Points Style Judge: 16/20

Points

Total Score: 79 POINTS

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B) Errors that constitute an automatic zero (0)

- Loss of drift - Includes: spin, straightening, understeer.
- Opposite drift - Performing a manji where constant angle is required.
- Two tyres off - Two of the car's tyres have gone outside of the designated course outline.
- Hood, hatch/trunk and/or doors opening during a run - Any of the body parts listed have opened during a run.
- Wall hit - Contact that causes an abrupt change in the vehicle's angle, line or speed and/or causes a spin.
- Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tyres off, as listed in C above. These areas will be discussed in detail prior to Qualifying in the driver meetings. Course Markers (cones) – where 2 or more course markers/cones are hit with the tyres on a demarcated course

C) Clipping Zones and Course Markers

Cones or other similar track/circuit markings will designate all clipping points and zones. Anytime an inner clipping point is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0, depending on the severity of the hit and as detailed by the JUDGES during Drivers briefing. Hitting an outer clipping zone with anything other than the driver's rear bumper will be counted as off course and will be scored a 0. (ie. Hitting the cone with the rear tyre, door, etc.) Course markers that are laid out to designate the outer lines of the course are not to be hit by vehicles at any time in competition. Hitting the markers is considered going off course and a deduction or a 0 may be awarded.

Judges will specify in the drivers meeting how they will treat each specific track.

Slight contact with a wall or cone in the outer clipping zone will not result in a point deduction if the hit does not disturb or affect the flow of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain proper line, speed, and angle. If the hit occurs at any other point on track other than the marked outer clipping zones points may be deducted. If a spin or major under steer results from contact with an outer clipping zone an automatic score of 0 will be given.

D) In the event of a tie, the driver with the higher ranking based on previous years final results or in the current season post the first event will be placed in the higher position.

E) In the event that qualifying cannot be completed, such as a rainout or other circumstances, qualifying order will be established by rank or by previous season points.

F) In the event of rain or weather that does not cause cancellation of qualifying or head-to-head, the judges have the right to make adjustments to the criteria of judging and to subsequently disseminate this information to the spotters and drivers.

19.2 TANDEM ELIMINATION ROUNDS

Tandem rounds are based on two (2) runs, in head-to-head format, with competitors paired up based on qualifying position. The higher qualifier will lead the first run and the second led by the lower qualifier.

A) Lead Car

The lead car is to drift the course using the speed, line, angle and style as defined by the judges for qualifying. Typically, the lead car should driver 90 percent of his/her qualifying run(s) and focus specifically on hitting all clipping point and zones with the maximum line, angle, speed (judges can make use of the speedgun to determine speed averages during practise and competition but will not be designated in the judging criterion points other than to establish a drivers median speed) and style as possible.

LEAD DRIVER RESPONSIBILITIES:

- . Run as close to 100-point qualifying run as possible.
- . Initiate Quickly
- . Fill outside zones
- . Reach Inside Clips
- . All with high angle and no corrections

Must not try to get away by running low angle and missing zones, clips.

B) Chase Car

In general, the chase car needs to treat the lead car as a moving clipping point and showcase more angle and style while in chase. With regards to speed, a chase driver may get as close to the lead car as possible as long as the chase car's front wheels DO NOT reach in front of the lead car's front wheels. In essence, if done properly, a chase driver can be door-to-door with the lead car without being in violation of being on a lower line. For a chase car to show true dominance to the lead car, the driver must follow the line the lead driver chooses, maintain consistent and larger angle than the lead car and use speed to maintain consistent and close proximity to the lead car.

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CHASE DRIVER RESPONSIBILITIES

- . Maintain a High level of proximity throughout
- . Mimic the lead driver's angle, line, pace and transitions
- . Follow the lead driver, even if they go offline, to show a higher level of driving skill and adaptability

Do all of the above without making corrections or losing drift

C) Passing

Passing is allowed in SupaDrift Series. Passing is allowed anywhere on course as long as *the lead car is clearly off the line* the judges have specified. Any passing that occurs outside the scope of the aforementioned criteria will be deemed illegal and constitute an equivalence to a zero (0) run.

D) Two or more of the following items constitute an automatic zero in tandem:

- Two wheels off course
- Straightening
- Hitting an inner clipping point marker
- Double entry
- Abrupt stop
- Stalling
- 'CupCaking' – when the chase driver does not actively chase the lead car through the course as determined by the judges.
- Inactive Chase – when the chase driver is significantly far off behind the lead driver in the chase position usually by more than 3 car lengths.

E) Contact with "off-course markers"

At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tyres off. If a driver hits 2 or more of these cones, he will automatically be given a Zero score, as he will be deemed "off course". These areas will be discussed in detail prior to Qualifying and Tandem competition in the driver meetings.

19.3 COLLISIONS

Vehicle contact in drifting is something that SupaDrift Series recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

A) LEAD CAR:

The lead car is required at all times to 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. Typical speed for a lead car is defined as speeds of equivalent measurement from qualifying speeds. Some slight variance (+5, -5) is in most cases acceptable.

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.

B) CHASE CAR:

The chase car is required at all times to follow and chase the lead car. The driver of the chase car is encouraged to know the approximate speed of the lead car through the entire course. If the chase car makes contact, in most cases that driver will be deemed at fault for the contact unless otherwise noted. Contact known as "rubbing" is acceptable, however the chase car cannot affect the lead car where loss of drift or loss of line occurs.

C) DAMAGE DUE TO CONTACT:

Once contact is made and damage occurs to either vehicle, the Judges using majority rule will ascertain fault. If damage due to contact occurs, both drivers have a right to have their spotter/team director enact a "COMPETITION TIME OUT." A Competition Timeout is five (5) minutes in duration. It is expected that in most cases damaged vehicles can be repaired in this time frame.

In some cases, damage sustained to the vehicles may require more time to repair. At this point ONLY the vehicle not at fault may ask for additional time. (NOTE: This does not prevent teams' ability to call a Competition Timeout for other purposes). In the spirit of time and the show, the CoC/COMPETITION DIRECTOR also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The CoC/COMPETITION DIRECTOR will re-assess the vehicle between subsequent head-to-head match ups or even at the end of the round.

In most cases SupaDrift Series will encourage teams and drivers to finish the head-to-head match-up, but there will be cases where vehicles may not be able to be repaired or contact happened on the last run of a head-to-head in which case the judges can make a call on the winner of the match.

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If a team cannot repair their vehicle and the team was also not at fault during the incident, a SupaDrift Series official will verify that indeed the car is not repairable in time for the next round and declare the driver the winner of the match. The driver may move onto the next round or if the damage is too extreme, may exit from the competition.

D) If both the lead vehicle and the chase vehicle wreck on the first run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher of the two qualifying scores. If both the lead vehicle and the chase vehicle wreck on the second run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the matchup.

19.4 TANDEM ELIMINATIONS

Three Judges will observe both runs during a head-to-head battle. There will be no declaration of scores between the two runs. At the conclusion of the head to head battle each judge will individually declare a winner. Judges are allowed to converse but are not permitted to show their written winner to any other judge. Judge separation devices may be used. Judges will select from three options:

- Driver 'A' wins
- Driver 'B' wins
- One More Time – OMT

The majority will rule and a winner will be decided. In the event there is no clear majority, a 'One More Time', will be granted, and the competitors will begin another 2-run head-to-head battle. ***A single 'One-More-Time' may be necessary to determine a winner; 1 (one) x OMT will be allowed whereupon if a winner cannot be determined, the driver with the highest qualifying points will be declared the winner.***

<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	

All judging is done from the on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system or a closed-circuit TV may be used to communicate whether a driver properly scores the clipping point.

19.5 SPOTTERS

Each team will be designated one spotter card. A spotter stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.

19.6 COMPETITION TIME OUT

To maintain safety in the competition, during tandem competition runs only, teams may call for a Competition Timeout to make any necessary repairs or to change debedded or punctured tyres. Competition Timeout's are not allowed for Practice or Qualifying. Competition Timeout's are not to be used for strategic purposes. Only the designated team representative will be allowed to request the Competition Timeout, and it must be made through a CoC/COMPETITION DIRECTORS.

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Only the CoC/COMPETITION DIRECTORS may grant a Competition Timeout. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of five (5) minutes and are to be administered by the CoC/COMPETITION DIRECTORS. If a Competition Time Out is chosen to be used during tandem battles for tyre change purposes; the driver will be deducted 7 (seven) championship points.

Further to this, you can only call a five-minute rule once you have passed the pace cone on the **first** run of a battle. The battle must be 'live' to use it. *If you try to call it on the start line, you will forfeit that run.*

Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver. Teams may only use one (1) Competition Timeout throughout the competition. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed either trackside or in the pre- grid or hot grid and at times as designated by the CoC in the pit.

19.7 VEHICLE SERVICING DURING TANDEM

Competitor vehicles cannot be serviced by their crew between the first and second runs of a tandem round. This includes tyre changes, tyre pressure adjustments, suspension adjustments, fueling, cool-down, etc.

HORSEPOWER RULE - when a driver arrives to the start line for his or her battle, they are not allowed to change tyres until a winner is decided. They must complete the battles, including the additional runs (OMT – max 1) if called for, on one set of tyres. If a driver de-beads or punctures a tyre, they must use their five-minute rule or forfeit the battle.

19.8 TOP 16/32 FORMAT

16/32 drivers will compete in single elimination head-to-head battles and win his/her way through a standard 16/32-Driver bracket. Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

20 COMPETITION PROCEDURES

20.1 GENERAL

Drifting is 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 comprised of inner clipping points and outer zones.

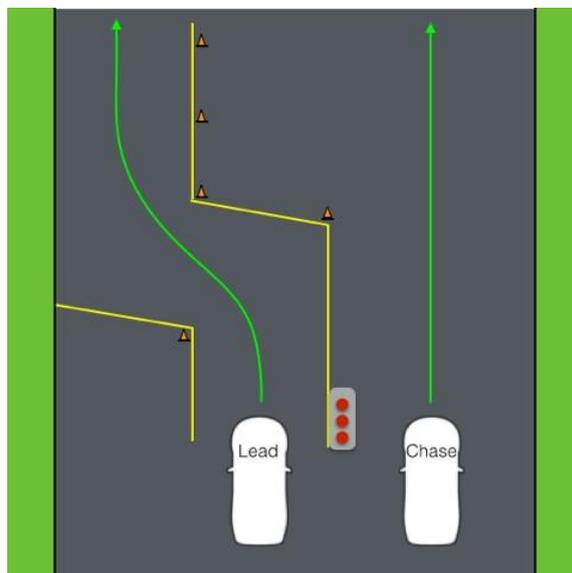
The SUPADRIFT Championship consists of a scheduled number of two-day meets or Championship “Rounds” in which drivers compete in a single elimination bracket of “head-to-head” battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head” battles.

Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the championship order.

20.2. START LINE PROCEDURE

The start line is situated at the beginning of the course and is often marked by the “SUPADRIFT START GRID”. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line.

During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart light will be discussed during the driver’s meetings prior to competition.

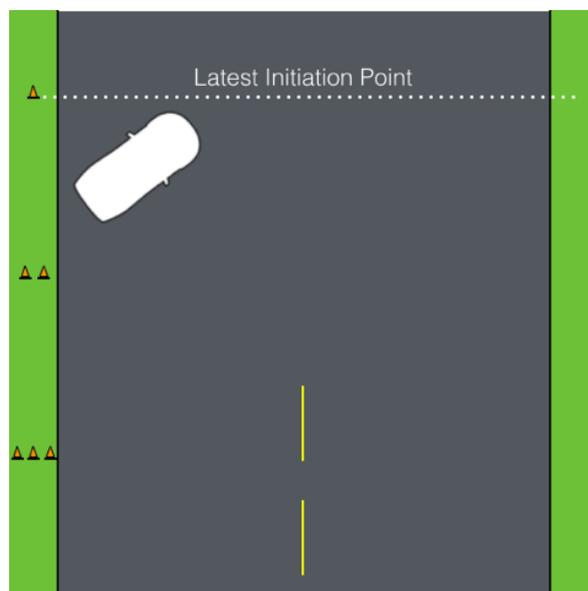


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During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting.

20.3 INITIATION

During both qualifying and tandem the vehicle must be sideways as it passes the single standing cone in the “3, 2, 1” cone sequence placed trackside. (Figure 2) For the additional Tandem procedure see TANDEM INITIATION PROCEDURE



20.4 QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course in reverse order of current rank in the Championship.

21 PACE ZONE

A Pace cone, or pace box (startline), will be placed on the starting or straightway to keep the Tandem Battles fair and close together. Each Pace Zone/Pace Box will be specified during the driver's meetings. The Pace Cone will generally be placed at the point where a low-horsepower car would exit second gear.

The Pace Zone/Pace Box is generally used to control high-horsepower cars and to aid low-horsepower cars in building up speed and stay close to the lead car. The cars are to be no more than one (1) car length apart before passing the pace cone/box. After clearing the pace cone, either car may open up, full throttle into the first entry point.

If the lead car does not allow for a proper clearing of the pace zone, 2 points will be deducted from that run. SUPADRIFT SERIES may assign a dedicated OFFICIAL to monitor the pace zone/box if necessary. The Pacezone/box may also be used by any driver should the start be deemed a jumpstart or unfair gain during startline courtesy and due starting procedure/s (eg. Startlight failure, oil on startgrid causing excessive slip etc); the anomaly will be duly adjudicated by the CoC/COMPETITION DIRECTOR.

22 POINTS – SUPADRIFT SERIES 2019 FORMAT

The 2024 SupaDrift Series will consist of 3-4 rounds and the Series will start in March 2024 and end in October 2024.

2024 Points Format - Qualifying

QUALIFYING POINTS		TANDEM POINTS	
1ST	20	WINNER	100
2ND	18	2ND	90
3RD	16	3RD	80
4TH	14	4TH	70
5TH - 6TH	12	GREAT 8	60
7TH - 8TH	10	SUPA 16	55
9TH -12TH	8	TOP 32	30
13TH - 16TH	6	All competitors drift qualifying	15
17TH - 24TH	4	All competitors crossing the line	5
25TH - 32ND	2		

Should the series end in a tie, the winner will be determined by which driver has the most wins. Should they have the same number of wins they redo a battle for the series. Winner takes all at that event.

**The Final round/event of SD in a season will be a 'golden crown event' whereas the points are doubled for that event specifically.*

At anytime SD are able to change from Top 16 - Top 32 format depending on the timing of the event. Top 32 format will be run predominantly over 2 x day format events depending on entrants and Companion show schedules.

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Most of the 2024 events are aiming to be 1 x day format with unseeded qualifying on the Saturday morning (Pro1)/afternoon (Pro).

Main Event on the Saturday afternoon/evening (PRO ONLY).

23 DATA AQUISITION

This section reserved for future use

24 INSURANCE SUMMARY

See MSA (Motorsport South Africa) website and Insurance profile

25 RADIOS

The Race Operations frequency is ?.

All teams are required to monitor this frequency at all times. Please refer to Section 4.

For technical assistance or to purchase radios or scanners, please contact: XS

Promotions (info@xspromotions.co.za)

26 MISCELLANEOUS

Pit Spaces – SupaDrift Series:

All teams will be allotted, approximately, a 6m x 6m pit space. In the case that the venue is limited on space, new competitors will receive a temporary pit space in a “holding area” for practice and qualifying. Final pit spaces for teams will only be assigned to teams who have qualified to compete on the event day. Those who do not qualify to compete on event day must park their trailers in the general parking area due to limited venue and pit space.

Pit Spaces – Team Drift:

Each competition vehicle will be provided with a 6mx6m (estimated) pit/display space within the SupaDrift Team Drift pit/display compound per event. There is a maximum of 3 vehicles per team per event. Within each vehicle’s pit/display space, the team is able to “decorate” the space upon approval from SUPADRIFT. Each driver will be provided 5 credentials per event...

27 CONVERSION CHART

Unit	Calculation
1 inch (in)	25.4 mm = 2.54 cm
1 millimeter (mm)	0.03937 in
1 foot (ft)	304.8 mm = 30.48 cm 1 centimeter = 0.3937 in
1 yard (yd)	914.4 mm = 91.44 cm 1 meter = 39.37 in
1 mile (mi)	5280 ft. = 1.60934 km 1 kilometer = 0.62137 mi
1 cubic inch (c.i.)	16.387 cubic centimeters (cc)
1 cubic centimeter (cc)	0.061 cubic inch
1 liter (l)	1000 cc = 61.0255 cubic inch
1 liter (l)	0.264 US gallons = 1.0568 qt
1 US gal (gal)	4 US qts = 231.18 cubic inches = 3.785 liters
1 ounce (oz)	28.35 grams
1 pound (lb)	16 ounces = 453.592 grams
1 kilogram (kg)	1000 grams = 2.2046 pounds
1 mile per hour (mph)	1.467 feet per second
miles per hour (mph)	0.62137 x kilometers per hour
kilometers per hour (kmh)	1.60934 x miles per hour
Degrees F	Fahrenheit - 32 x .555 = degrees Celsius
Degrees C	Celsius x 1.8 + 32 = degrees Fahrenheit
PSI	psi x .069 = bars
BAR	bars x 14.5 = psi
Ft. Lbs.	foot pounds x 1.355 = Newton meters (Nm)
Water (Weight)	8.34 pounds per US gallon
Gasoline (Weight)	6.2 pounds per US gallon
Methanol (Weight)	6.75 pounds per US gallon
Engine displacement	bore x bore x stroke x .7854 x no. of cylinders
Brake horsepower (BHP)	$\frac{\text{RPM} \times \text{torque (in lbs-ft)}}{5250}$
MPH	$\frac{\text{RPM} \times \text{tire diameter (in inches)}}{\text{gear ratio} \times 336}$
Lap Speed	$\frac{\text{track length (miles)} \times 3600}{\text{lap time(seconds)}} = \text{MPH}$
Avg. Speed	$\frac{\text{track length (miles)} \times 3600 \times \text{no. of laps}}{\text{total time (seconds)}} = \text{MPH}$

XS PROMOTIONS PTY (LTD) WISHES YOU LUCK IN YOUR 2024 DRIFT SEASON!