

World Time Attack Challenge

2018

12th and 13th October 2018



International Drifting Cup

Supplementary, Sporting & Technical Regulations

CAMS Permit No. **818/1310/01**

CHAPTER 1 - EVENT & AUTHORITY

The event shall be known as the 2018 International Drifting Cup to be held on 12th and 13th October 2018 in conjunction with World Time Attack Challenge Sydney, Sydney Motorsport Park, Eastern Creek, NSW.

1.1 Authority

- (a) These Regulations detail the Sporting operational elements and Vehicle Technical requirements for the International Drifting Cup.
- (b) These Regulations have been written with knowledge drawn from a number of regulations including the Australian Drifting Grand Prix (ADGP) Regulations, DINZ Regulations and Hi-Tec Drifting Australia Allstars Regulations. The Event Organisers acknowledge all the various series for the support of this event and for permitting the use of their Regulations.
- (c) The event shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), the World Time Attack Challenge - International Drifting Cup Technical Regulations, these Regulations, and any Further Regulations and Bulletins or instructions to Competitors that may be issued.
- (d) The event will be a Speed Event (Drifting) with international participation not part of any other international or otherwise Series, Championship or Cup.
- (e) Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au.
- (f) This Event will be conducted under and in accordance with CAMS OH&S, CAMS Safety 1st and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au.

1.1.2 Promoter and Organiser

Superlap Australia Pty Ltd
36 Mary Parade
Rydalmere, NSW, 2116
T +61 (0) 410 503 410
E ian@worldtimeattack.com
www.worldtimeattack.com

1.1.3 CAMS Stewards of the Meeting:

Drift Chief Steward: Helen Mulholland
Steward: Lester Gough, Edward Anderson

1.1.4 Senior Race Officials of the Meeting:

International Drifting Cup

| | |
|--------------------------------|-----------------------------|
| Clerk of the Course: | Jessica Nicholson |
| Assistant Clerk of the Course: | Dan Mackie, Michael Neilsen |
| Event Coordinator: | Brendon White |
| Secretary of the Meeting: | Linda Long |
| Chief Scrutineer: | Scott McGrath |

1.1.5 Drift Judges:

Keiichi Tsuchiya
Dan Mackie
Brendan Dunker

1.2 CAMS Entry Form

The official CAMS WTAC/IDCup Entry Forms will be available for download from the WTAC website. Competitors will receive an email advising when they will be available. Entry Forms must be lodged with the Event Secretary no later than 28th September 2018. A \$55 Administration Fee will apply for Entry Forms received after 28th September 2018.

Entry Forms which are not completed correctly, will be returned and the entry will not be accepted until completed and received back by the Event Secretary. A \$55 Administration Fee will apply.

Signatures can be done at SMSP during Documentation Checks on Wednesday 10 October and Thursday 11 October 2018.

1.3 Competitor and Driver Licence Requirements

Each Driver must be 16 years or older and hold a CAMS Competition Licence unless they comply with 1.3.1 or 1.3.2 below. Each Driver must hold a minimum of a current CAMS Speed (formally Level 2) Licence or:

1.3.1 Hold a Motor Sport New Zealand National Competition Licence and Tasman Visa valid for the event or:

1.3.2 Hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the Event. Such Competitors and/or Drivers must apply to CAMS for a Foreign Participation Visa (FPV) authorisation to compete at least ten (10) days prior to the Event.

1.4 Nomination of a Team Manager

Each Competitor must nominate to the Event Secretary, a Team Manager and their mobile number, who will assume all responsibilities for the team, in accordance with NCR 144. The nominated Team Manager cannot be a listed Driver for any vehicle enter in the IDCup.

1.5 Pit Crew Disclaimer

It is the Competitor's responsibility to make sure all their respective Pit Crew have signed the Pit Lane Disclaimer prior to Documentation Checking.

Pit Lane Disclaimers will be available to download from the WTAC website. Competitors will be notified in an email when the Pit Lane Disclaimer Form is available.

1.6 Organisers Advertising

Competitors will be issued with a sticker pack to be collected at Documentation Checks on Wednesday 10th and Thursday 11th October 2018. It is a condition of entry that the Competitor's vehicle will display the stickers supplied as directed and required by the Organisers. Failure to have the Organisers advertising will result in a "No Start" policy until corrected. This includes vehicles participating the Organisers Official Practice Day on Thursday 11th October 2018.

1.7 Withdrawals

If a Competitor advises the Organisers that he/she is unable to attend the Event and withdraws from the Event, Entry Fees may be refunded under the following conditions:

Withdrawal of Entry

| | |
|--|--------------------------|
| before 31st August 2018 | Full refund of fees paid |
| after 31st August 2018 to 30th September | 80% refund of fees paid |
| after 1 October 2018 | Loss of all fees paid |

1.8 Drivers Briefing

All Drivers, without exception, are required to attend the COMPULSORY Drivers Briefing on Friday 12th October and Saturday 13th October 2018. Briefing Room will be advised in the Further Regulations.

Proof of attendance will be the sign on sheet that MUST be signed when arriving at the Briefing.

Anyone failing to attend the Briefing will be referred to the Stewards of the Meeting and may be fined \$500.

The Drivers Briefing will only be open to attendance by the Competitor/Driver and two (2) spotter/Crew Members from their team. Additional Team Members will be denied access.

Drivers Briefings may include information on

- (i) the physical layout of the course, including the judged area;
- (ii) designated changeover area with precise details in regard to the way in which the event will be conducted;
- (iii) the application of judging criteria to be used for the event. The appointed Judges are the only persons who may advise Competitors and Drivers on interpretations on the judging criteria; and
- (iv) any other information the Clerk of the Course feels necessary to explain.

1.9 Event Schedule

The Event Schedule will be as published and distributed by the Event Organisers. The Event Schedule will be displayed on the Event Notice Board. The Organisers reserve the right to vary the Event Schedule.

1.10 Organiser's Rights

The Organisers reserve the right to cancel, abandon or postpone the Event in accordance with NCR 59 of the current CAMS Manual of Motor Sport.

The allocation of a competition number for each automobile entered is solely the responsibility of the Organisers, who will maintain a register of all competition numbers allocated to, or reserved for, any automobile.

The Organisers reserve the right to refuse any entry in accordance with NCR 83.

1.11 Practice & Availability

Practice at SMSP will be available to IDCup Drivers on Thursday 11th October 2018.

Practice Fees are:

Registration & payment received up to 30th September 2018 \$200 AUD per Driver
All fees are inclusive of GST

Practice Registration Forms are available online from the WTAC website.

1.12 Accreditation

Each vehicle entered will be provided with:

Drift Driver + 4 Crew passes
 2 Support Vehicle Passes

All team accreditation will be available from the Accreditation Office, Gate A, Sydney Motor Sport Park (SMSP) as follows:-

| | |
|----------------------------|-------------------|
| Wednesday 10 October 2018 | 12:00 - 18:00 hrs |
| Thursday 11 October 2018 | 06:00 - 19:00 hrs |
| Friday 12 October 2018 | 06:00 - 17:00 hrs |
| Saturday 13th October 2018 | 06:00 - 12:00 hrs |

No accreditation will be issued until all fees are paid in full.

Additional General Admission tickets can be purchased prior to the Event online (at a discounted price) via the World Time Attack Challenge website.

1.13 Circuit Access

Vehicular Access to allocated Pit Bays will be available from:

| | |
|---------------------------|--|
| Wednesday 10 October 2018 | 1600 hrs - 1800 hrs |
| Thursday 11 October 2018 | 0600 hrs - 1800 hrs |
| Friday 12 October 2018 | 0600 hrs - 0745 hrs 1900 hrs - 2100 hrs |
| Saturday 13 October 2018 | 0600 hrs - 0745 hrs 1900 hrs - 2100 hrs |

There is no vehicular movement outside of these hours with access to the Pit Bays other than competition vehicles. You must request permission from the Organisers and the Venue Manager/Operator to bring in any support vehicle outside of these hours and only for removal of a competition vehicle from the venue. Permission is at the sole discretion of the Organisers.

ALL trailers/transporters are to be parked in Carpark P5 of SMSP immediately after unloading.

All Competitors are advised that the Pit Bays are secured of an evening commencing Wednesday 10 October until Sunday 14 October 2018, with roving security in place, however teams are responsible for the security of their own vehicles and equipment.

Camping is strictly prohibited throughout the Circuit and venue.

The use of any kind of two (2) or four (4) wheeled motorised bike, moped, skates, roller blades and/or scooters in the pit bays or paddock/Exhibition area is STRICTLY prohibited at the Event.

1.14 Scrutiny

IDCup scrutiny will be conducted in your allocated pit bays on Thursday 11 October or Friday 12 October 2018

Self-Scrutiny will not be permitted.

A team member must be present with the vehicle at Scrutineering.

All vehicles must be competition ready including all Event Organisers supplied advertising and vehicle numbers. All loose items removed from the car

All Drivers apparel (helmet, overalls, gloves, etc.) must be presented for inspection during the nominated Scrutiny session.

At the request of the Chief Scrutineer any vehicle may be required to pass a Safety Check at any time.

CHAPTER 2 – GENERAL REQUIREMENTS

2.1 APPAREL

All Drivers must wear apparel in accordance with Schedule D of the current CAMS Manual of Motor Sport and the requirements as detailed in the WTAC Technical Regulations.

Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

2.2 CAMERAS

The fitment of cameras in or on a vehicle is permitted with the approval of the Chief Scrutineer.

The Competitor/Entrant/Team/Driver agrees all digital video and film rights for the Event is the property of the Organisers.

Competitors are permitted to carry video cameras in their vehicles for the purpose of making moving and/or still picture records for their private viewing, but the Organisers retain copyright of all film/video associated with the Event. No movie, film or video taping of any part of the Event shall be carried out by the Competitor/Entrant or Crew Member other than with the express approval, in writing, of the Organisers. Any commercial arrangements made by the Competitor/Entrant or Crew Members for the sale of film or video/still footage, or viewing of such footage in a public place, must be approved in writing by the Organisers. Competitors/Entrants and Crew Members are advised to contact the Organisers prior to making commitments for any such commercial arrangement.

The Competitor/Entrant agrees all data obtained by the Organisers is the property of the Organisers. Failure to observe these Regulations may lead to legal action by the Organisers for a breach of copyright. All Competitors/Entrants and crew members agree to the use in perpetuity of their names and photographs, and photographs of their vehicles, in publicity material issued by the Organisers or the event sponsors and to comply with the film and video regulations. All Competitors/Entrants and Crew Members agree that their names and contact details may be made available to and be used by sponsors and licensees of the event. The Organisers have the right in perpetuity to authorise the production, distribution and sale of models, photographs or other forms of reproduction of any vehicle participating in the event in competition livery (including Drivers) for event related promotions.

2.3 VEHICLE DAMAGE AND OIL LEAKING – ON TRACK

Any Driver who develops an oil leak or vehicle damage and does not remove the car from the circuit as soon as possible, or continues to drive their vehicle, may be sanctioned by Race Control, the Stewards of the Meeting and/or the Organisers. This matter will be treated seriously and any consumables used will be at a cost of the Competitor and/or additional penalties may include cancellation of a time set, a monetary fine and/or exclusion from the Event.

If a fire extinguisher has been used and let off to extinguish a fire in or around a vehicle on or off the track. The cost of recharging of the extinguisher will be forwarded on to the Competitor at the cost of \$100.00 per extinguisher used. If a vehicle is found to be leaking fluid and clean-up is necessary on or

off the track the cost of the Dryorb bags will be forwarded on to the competitor at the cost of \$25.00 per dryorb bag used. All use of consumables will be reported to Race Control.

2.4 GARAGE/PIT AREA - FUEL REQUIREMENTS

The maximum total amount of fuel permitted to be stored anywhere in the Paddock or Garage/Pit Bay Area is 50 litres per assigned Garage Bay (not including any fuel in the car). Fuel must be stored/handled in accordance with any instructions issued by the Organisers and/or the Chief Fire Marshal, or other Event Officials. During any refuelling operation a fire extinguisher must be manned by the Crew directly in the vicinity of and during the refuelling operation.

All additional fuel must be stored at the Official Fuel Compound located beyond the Scrutineering Shed. Under no circumstances is additional fuel to be stored in Garages or the Paddock Area. Any breach of this Regulation will be referred to the Stewards of the Meeting and may incur a fine and/or exclusion from the Event.

Smoking (including e-cigarettes) is NOT PERMITTED in any area of the Garages, Paddock, Pit Lane, Scrutineering, Fuel Compound, Nitrous Oxide Depot, or any other area unless specifically sign posted that smoking is allowed. Drivers will be responsible for their team members to comply. Failure to comply may result in a time penalty to the Team.

At all times all competitors must comply with the Dangerous Goods Act and Regulation - Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for New South Wales.

Maps of the Official Fuel Compound and Nitrous Oxide Depot will be available on the website.

2.5 PIT CREW SAFETY

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

Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require persons to place any part of their body under any part of the car.

All Competitors are responsible for the safe working conditions of all their Team Members and must ensure compliance with WorkCover NSW laws, regulations and compliance codes at all times.

CHAPTER 3 - SPORTING REGULATIONS

1. PRACTICE

- (g) Practice sessions will be held as per the Event Schedule.
- (h) Any practice session may be lengthened or shortened at the discretion of the Clerk of the Course and Event Coordinators.

2. POOL DRAW

- (a) No qualifying will occur at the event, pools will be determined by a random draw conducted prior to the Event.
- (b) All Competitors will be placed in a total field pool and Drivers will be drawn randomly out of this pool by a World Time Attack Challenge (WTAC) official. The Competitors will be placed into Battle Pools in the following order.

| Order Drawn | Pool | Order Drawn | Pool | Order Drawn | Pool | Order Drawn | Pool |
|-----------------|------|------------------|------|------------------|------|------------------|------|
| 1 st | A | 9 th | A | 17 th | A | 25 th | A |
| 2 nd | B | 10 th | B | 18 th | B | 26 th | B |
| 3 rd | C | 11 th | C | 19 th | C | 27 th | C |
| 4 th | D | 12 th | D | 20 th | D | 28 th | D |
| 5 th | E | 13 th | E | 21 st | E | 29 th | E |
| 6 th | F | 14 th | F | 22 nd | F | 30 th | F |
| 7 th | G | 15 th | G | 23 rd | G | 31 st | G |
| 8 th | H | 16 th | H | 24 th | H | 32 nd | H |

- (c) The Organizers reserve the right to rank Drivers into any pool order it chooses. This may for instance be determined by subjective assessment, performance in previous competitions marble draw or other random method.

3. JUDGING CRITERIA

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

LINE

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

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

ANGLE

The score for angle is not only based on how much angle the Drivers hold during the drift, but also how fast they transition from full angle to full angle when changing direction and also covers how aggressive

they achieve full angle during an entry. Drivers need to maintain a smooth and consistent angle between each transition.

SPEED

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

OVERALL IMPACT or STYLE

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

EMULATION

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

PROXIMITY

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

(c) DEDUCTIONS

(i) EXCESSIVE USE OF HANDBRAKE

The handbrake should generally only be used to make slight adjustments to the cars line during runs or to extend the drift.

(ii) LEFT FOOT BRAKING

Left foot braking is permitted in the chase driver, only when following at close proximity. The lead Driver is not permitted to left foot brake unless all Drivers have been given permission in Drivers Briefing. Judges will outline more details on this during the Drivers Briefing.

(iii) SPINS and STRAIGHTENS

A complete spin or straighten will result in a score of zero. Points will be deducted for partial spins and straightens. A complete Spin is defined as when a car rotates through 190 degrees of yaw or when the front wheels begin to roll in a reverse direction. A straighten is when all 4 wheels are gripped up and rolling in the forward direction.

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

(iv) WHEELS OFF-TRACK AND TRACK LIMIT CONES

Wheels off track will result in deductions as follows. Two (2) or more wheels on the grass or outside the defined track area will be deemed "off-track". Event Organisers may also use off-track cones. These are off the edge of the track, and if hit, will result in a zero.

One Wheel on the grass or off the track area will result in deductions.

(d) LEAD AND CHASE

A drift battle will consist of two judged runs. Each Driver takes a turn in leading, with the higher drawn driver leading on the first run during the pool stages, for Finals the higher scoring Driver in the pool stages will lead first and in the event of tied scores the Judges will decide who leads on a best of 3 vote. At the conclusion of the first run, the Drivers will circulate around and line up in the opposite order for the second run.

(e) SUMMARY

During tandem battles, the Judge's emphasis will be on the chase car's emulation and proximity. The amount of proximity expected will be detailed at the Drivers Briefing.

Lead Drivers are expected to drive the course as the Judges have requested, making all clipping points and zones, the lead cars line is most important followed by angle and then overall impact. Any brake checking or blocking will give the lead car a big deduction and potentially a score of zero.

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

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

For initiation, “scando” entries are not permitted and will be heavily penalized as they block the chase car during the entry. This will be outlined in the Driver’s Briefing.

A complete spin, which can include going off track, will mean a ten/zero (10/0) score against the Driver who spun. If the chase car spins, the lead car must continue to drift the entire course. If the lead car spins due to their own Driver error, then the battle will be scored a tie with a Zero/Zero (0/0).

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

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

(f) **SCORING of BATTLES**

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

For example:

If two or three Judges choose car A, then car “A” wins.

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

If one Judge chooses car A, one judge chooses car B and one Judge chooses OMT, then the battle will be re-run. This is a draw.

Note that there are no OMT’s during the pool phase so for this in the examples above the OMT is substituted with draw.

(g) **OMT (One More Time)**

Once the winners of the pools have been decided and the Great 8 (Quarter Finals) have been decided the Judges will have at their discretion the option to One More Time (OMT) a battle if the Judging Panel declare the battle as a draw or too close to call or as defined in Scoring of Battles above. The drift battle will be run again with both drivers again having the opportunity to lead. There is only one OMT available for each Driver pairing in the Great 8, Top 4, and Finals.

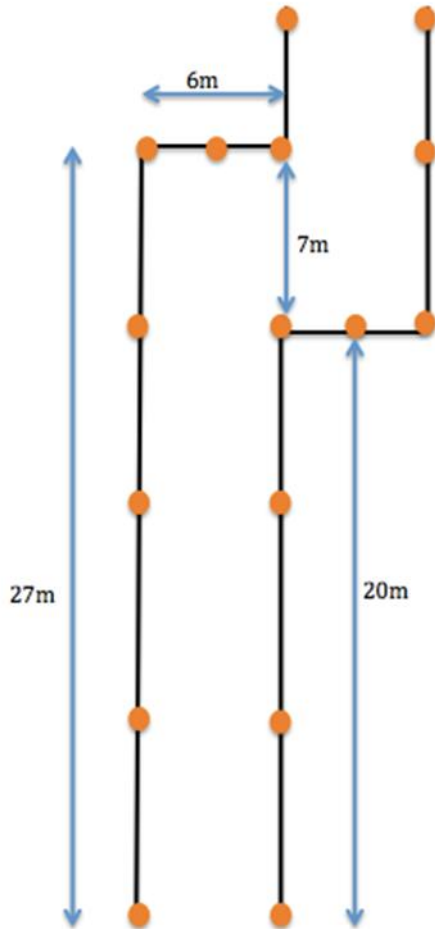
After the OMT a winner must be declared.

(h) **OFF TRACK**

For the purpose of judging, “off-track” is classed as two (2) or more wheels off the designated track. Areas of concrete or asphalt can be deemed off-track under various circumstances. Off-track is classed as a spin and will result in a score zero. Off Track areas will be outlined in the Drivers Briefing.

4. DRAG RACING, CHICANE CONES AND START PROCEDURE

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



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

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

5. POOL PHASE

This new and exciting format means that losing your first battle doesn’t mean you are back on the trailer, there are still 2 more full battles to go for you in this phase of competition. For this event there are to be 8 Pools, designated Pool A, Pool B, Pool C etc to Pool H. Each of the 8 pools will have 4 randomly selected drivers in them. Each driver will battle the other 3 Drivers in the pool once each. Battles in this phase will be settled on a win, lose or draw format with a total of 2 points per battle being available. Win the battle then take 2 points, draw it for a point each or loose it and take no points while the other Driver takes 2 for his tally. An example of the battles for a pool are below.

Pool (X)

| Round 1 | Round 2 | Round 3 |
|---------------------|---------------------|---------------------|
| Driver 1 v Driver 2 | Driver 1 v Driver 3 | Driver 1 v Driver 4 |

| | | |
|---------------------|---------------------|---------------------|
| Driver 3 v Driver 4 | Driver 2 v Driver 4 | Driver 2 v Driver 3 |
|---------------------|---------------------|---------------------|

The Driver with the highest score at the end of the Pool phase will go into the Finals Phase of the competition, all other Competitors will be eliminated. In the event of two Drivers being tied at the end of the pool phase, the tied Drivers will face off in a sudden death battle, the Driver who lost last will chase first in a count back scenario. If no leader can be chosen through this method then the Judges will decide through coin toss. In the event of a 3 or 4 way tie, Judges will count back their scores given to each Driver during each battle during the pool phase to nominate a winner of the pool.

6. FINALS PHASE

Once a winner from each of the 8 pools has been established, drivers will enter a knock out Great 8 regular format phase. The first round of elimination battles will be the “Great 8” (G8-x). The winners of the great 8 battles progress into a top 4 (T4-x), and the results from the Top 4 will determine who will battle for 3rd or who will go to the final as follows:



7. CONTACT, COMPETITION TIME OUTS AND VEHICLE REPAIRS

(a) CONTACT

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

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

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

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

(b) COMPETITION TIME OUT

A Competition Time Out or “5-minute rule” is used so that Drivers can perform mechanical repairs in between the runs of a battle. It is for situations where the damage or mechanical problem is the fault of the other Competitor, no competition time outs are permitted if the damage caused is due to your own fault.

A Battle is declared active once the Driver leaves the grid on Starters' orders. If the Driver has a mechanical problem during the scrub or transition to the Start Line from the Pre Grid, repairs cannot be undertaken. This is deemed as own fault.

A Competition time out can ONLY be called AFTER the first run of a battle, in which case the following applies:

- (i) Both Drivers must stop at the hot pit and obtain clearance to continue from either the Clerk of the Course or Deputy Clerk of the Course via the Chief Scrutineer. In the event of the Driver not being able to return to the Hot Pit they must speak directly to the Recovery Crew and inform them that they wish to request a competition time out and for what reason.
- (ii) The Staff Member will then radio Race Control to request the time out. The Competition time out will only be granted if it is for a sufficient reason.
- (iii) It is NOT to change tyres, check tyre pressures, top up fuel or adjust the tune of a car. It is only to repair mechanical failures or exterior damage during the run caused by contact from another driver.
- (iv) Once the Competition Time Out is approved, the Driver can head to their pit garage. The 5–minutes begins once the car has entered the pit garage or allocated paddock space and any Team Member touches the car. The official time keeper must also be present.
- (v) IF the vehicle does not leave the garage within 5–minutes, then the Driver who caused the damage is disqualified.
- (vi) An Event Official will be present during the time out to keep time and ensure only the allowed repairs are carried out.
- (vii) Pit Crew are NOT permitted to touch the vehicle until it enters the pit garage.
- (viii) The opposing Driver is NOT permitted to exit the track and must wait at the Dummy Grid or Start Line, as directed.
- (ix) It is not possible to be given the other Drivers 5 minutes to complete repairs.

Each Driver can take one (1) competition time out in the event of an on track collision that they are deemed not to be responsible for. The Judges will decide who is at fault in the event of a significant impact.

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

During a tyre change for an OMT, teams are permitted to check fuel levels and tyre pressures. They may also perform very minor mechanical repairs such as race taping guards but must not exceed their 2 minute allotted time.

(c) **VEHICLE DAMAGE PRE-BATTLE**

If the Driver has damage or a mechanical issue with their car pre the commencement of any of the 3 pool rounds the driver will be given until the end of the scheduled time slot of that pool round or until the second last battle pair has run (whichever comes first) to repair their vehicle.

8. **HOT PIT AREA**

- (a) The Hot Pit area comes into effect from the beginning of the Finals Phase when OMT's and tyre changes become active.
- (b) Crews for Drivers still alive in the Great 8 need to take their tyres, fuel, rattle gun socket and race tape to the Hot Pit holding area and wait for their driver

9. **ALTERNATE VEHICLES**

- (a) Drivers are permitted to use an alternate vehicle as long as it has already been Scrutineered.
- (b) The decision to use an alternate vehicle must be made no less than 15 minutes before your next battle.
- (c) To use another Competitor's vehicle, that Competitor must first retire from the competition.
- (d) The Clerk of the Course must approve your vehicle change and notify the judges.
- (e) It is the Competitor's responsibility to ensure that all paperwork is completed with the Clerk of the Course, the Judges are notified of a vehicle change and suitably mark the vehicle to distinguish that they are now driving the vehicle.

10. TYRES

- (a) Cars must run on the same set of tyres for a battle.
- (b) If a Competitor's vehicle de-bead's a tyre during the first part of the battle the Competitor is NOT permitted to replace the tyre as per rule 9 (a) above. This Competitor will receive an instant "Zero" for the second part of the battle.
- (c) For the Finals Phase of the competition cars will be given 2 minutes to change tyres in the Hot Pit area if an OMT is called.

11. UNSPORTING BEHAVIOUR

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

12. DRIVER BEHAVIOUR

- (a) It is the Driver's responsibility to understand the course and the judging criteria.
- (b) Placing the wheels of the car outside the competition surface is unacceptable and may incur a penalty. Any competitors who are observed by the Officials of the Meeting to be using the verges of the circuit may be referred to the Stewards of Meeting. This includes dangerous re-entry to the race circuit. The referral may be made to the Stewards of the Meeting regardless of whether the use of the circuit verge was advantageous or otherwise.
- (c) The Judges may also take this into account with their judging of the run, regardless of whether the matter was referred to the Stewards of the Meeting.
- (d) Burnouts are prohibited, save for designated areas as defined by the Clerk of the Course. The Clerk of the Course shall be the final arbiter in this regard, against whose decision there shall be no appeal.
- (e) Unsporting Conduct: Competitors/Drivers demonstrating behaviour that, in the opinion of the Clerk of the Course, provides them with an undue competitive advantage may be penalized or disqualified from competition.
- (f) Competitors are reminded that under CAMS Regulations, Officials of the Meeting are to be treated with the utmost respect at all times, and no physical or verbal abuse of Officials will be tolerated. Any complaints received from Officials of the Meeting along these lines will be referred to the Stewards of the Meeting.
- (g) The Marshalling Area is the area where Competitors will be assembled for their release to the scrub zone. Within this area, Competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the meeting in this area may result in referral to the Stewards of the Meeting.
- (h) The Scrub Zone is an area designated by cones or markers for drivers to warm their tyres, breaking of traction and sliding of vehicles is permitted to warm tyres. Static burnouts and excessive tyre warming as deemed by the Officials of the Meeting in this area may result in the Competitor being referred to the Stewards of the Meeting.
- (i) A start zone will be designated during the Event. Within this zone, competitors are requested to use extreme caution, since Officials will be on foot in this area. Breaking traction, burnouts, drifting, driving faster than walking pace, and any act or manoeuvre deemed dangerous by the Officials of the Meeting in this area may result in the Competitor being referred to the Stewards of the Meeting.
- (j) On occasion it will be required for competition vehicles to transit through the circuit competition area. This is most likely to occur when a session is complete and competitors will be instructed to return the pit area. On these occasions the Starter will signal for the cars to "transit", this signal will be a red flag and will be displayed through the whole course.
- (k) During a transit segment, no drifting or breaking of traction is allowed. Drivers must be attired as for competition, including helmets. Drivers are required to maintain a speed of no more than 40km/h during a transit segment except when passing the "Hot Pit" area where a maximum speed of 10km/h is permitted.

13. **DRUGS AND ALCOHOL**

- (a) The International Drifting Cup is a drug and alcohol free event and CAMS has a strict policy surrounding the use of either drugs or alcohol, performance enhancing or otherwise. Random testing may occur at this Event and the failing of this test or failing to submit a sample will result in immediate exclusion from this Event and any future World Time Attack events. CAMS may also take further action after referring the matter to the Stewards of the Meeting.
- (b) Sydney Motor Sport Park prohibits the consumption of alcohol on the venue premises at ANY time, before, during or after the event other than during podium celebrations by the top 4 place getters.
- (c) Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

CHAPTER 4 - TECHNICAL REGULATIONS

1. CHASSIS AND BODY

- (d) The body must resemble the OEM manufactures look and feel, it must be clean and free from damage.
- (e) The original uni-body must remain intact between the factory suspension strut tops. See example:



- (f) Any modifications to the chassis rails forward or rearward of the strut-tops must be approved by Event Officials. Modifications to the guards and panel work for tube frame assemblies is free.
- (g) The original roofline must remain intact. Fitment of a carbon-fibre or lightweight roof skin is permitted.
- (h) The boot floor can be cut-out and removed to allow fitment of an aftermarket fuel cell and/or lightweight boot floor panel.
- (i) Tubbing of the front guards is permitted.
- (j) Tubbing of the rear guards is not-permitted, however, wide-body guards or “over-fenders” are permitted as are rolling of the rear guards. New inner guards can be made as long as they do not protrude further inside the body than the stock arch.
- (k) Seam/stitch/spot welding of the chassis is permitted
- (l) The gearbox tunnel, and the firewall area surrounding it, can be modified to allow fitment of an upgraded gearbox and allow faster removal and installation. Any new material added must be of same thickness and strength as factory. All gearbox tunnel modifications must be approved by Event Officials. Where the firewall joins to the bottom of the windscreen area and inner guards cannot be moved.
- (m) Removal of the factory door side intrusion bars and or lightweight doors are permitted. Inner trim door panels; factory and or aftermarket must remain.
- (n) Lexan windows are permitted to be used except for the front windscreen, which must be the factory glass. Lexan windows must be installed and secured correctly.
- (o) Custom bumper re-enforcement bars or “bash bars” are permitted but must remain inside the external bodywork.
- (p) Aero modifications are open as long as protruding bodywork is deemed to not be dangerous to other vehicles or event crew in the pit area.
- (q) The fitment of flat floors is prohibited, however, the floor can be replaced by material of equal or greater thickness to help with structural re-enforcement.
- (r) Bonnets can be modified to reduce weight and/or lightweight replacement can be fitted as long as the structural strength is not deemed unsatisfactory.
- (s) Open venting in bonnets is permitted, however no more than 20% of the factory bonnet surface area can be removed.
- (t) Cam covers, air filters and other components can protrude through the bonnet, and they can be no higher than 200mm from the bonnet line. Moving or rotating parts/components cannot protrude through the bonnet without a secondary cover or mechanism to prevent any object or body contacting the component.

2. SUSPENSION AND STEERING

- (a) Cars must use an OEM suspension layout.

- (b) Installation of a sub-frame and or suspension set-up from another mass produced vehicle is permitted, however it must be approved by the event Scrutineer and declared in writing on the vehicle Entry Form. Some examples of pre-approved suspension conversions are:
 - (i) S13 McPherson Strut, front sub-frame and rear sub-frame layout and components.
 - (ii) Nissan Skyline GT-R rear sub-frame and suspension layout.
- (c) Replacement front sub-frames can be used as long as they still bolt to the factory position on the chassis rail and the suspension pick up points are within the 30mm allowed area of movement. They are to be installed only for the purpose to make more space available and or save weight.
- (d) Rear sub-frames can be modified as long as the layout design remains standard. The bushes can be replaced and or offset. The sub-frame can be modified to allow it to be raised or lowered.
- (e) Fitment of a 4-link rear suspension is permitted in cars using a live rear axle and must be approved by event Officials.
- (f) Rear suspension turrets can be added or raised in height to house the rear shock absorber/strut assembly for strength or suspension travel as long as they don't change axis the height is unrestricted (e.g.: they must not move inboard or outboard from OE only directly upward).
- (g) Replacement adjustable suspension arms are open. Additional arms over factory are not permitted.
- (h) The factory suspension arm pick up points are allowed to be moved up to 30mm from the OE location as long as it still allows the fitment of a factory or replacement adjustable suspension arm as per Article 2 (g) above.
- (i) Knuckles may be modified openly as long as the strength is not deemed to be compromised.
- (j) Replacement bushes and or rose joints are open.
- (k) An OEM steering system must be used but the internals can be replaced with a quick rack. Steering racks can be changed between makes and models.
- (l) Power steering systems are free, hydraulic or electric.

3. BRAKES AND BRAKE LIGHTS

- (a) Brake modifications are open.
- (b) Use of dual callipers is only permitted on the rear.
- (c) All factory fitted brake lights must remain and work.
- (d) Additional top mounted front windscreen and rear window brake lights are mandatory. They must be mounted where the roofline meets either window respectively and be centred. They must be visible from the front/rear and top. They must be wired into the existing brake light circuit.

4. WHEELS AND TYRES

- (a) Wheel size is open but must not protrude beyond the bodywork far enough to be deemed dangerous.
- (b) The minimum starting (Cold) tyre pressure is 1 bar (14.7psi) for each tyre used.
- (c) Maximum tyre width of any tyre is 265mm.
- (d) Road or Semi-Slick grooved tyres only are permitted, no slick or studded tyres.
- (e) Tyres must be as grooved from the manufacturer, no additional grooves or marks are permitted.
- (f) Tyre warmers and chemical treatments are not permitted.
- (g) Tyres must be commercially available in Australia
- (h) Re-treaded tyres are not permitted
- (i) Removal of tread is not permitted except though the use of the tyre on the vehicle on the track for the event.

5. ENGINE

- (a) Engine conversions are open however the engine must be readily available to any Competitor as an off the shelf product.
- (b) Direct replacement blocks are permitted such as LSX block and billet SR20 blocks. They must be a straight swap engine block.
- (c) Engine internals are free but details must be declared on Entry Form.
- (d) Engine induction system upgrades are free but must be declared on Entry Form.
- (e) The engine, not including ancillaries, must sit within the original confinements of the engine bay. Meaning engines can be moved back from the OE centreline, as long as they do not go further back than the original firewall.
- (f) The firewall is only permitted to be modified to allow for fitment of engine ancillaries, not for clearance of the block or cylinder head.
- (g) Engine Mountings are free.

6. EXHAUST

- (a) Exhaust systems must finish outside the perimeter of the vehicles body work. No exhaust system is to finish half way under the vehicle.
- (b) Cars must run an exhaust system where the primary outlet exits either:
 - (i) At the rear of the car; or,
 - (ii) Side pipes must exit behind the B pillar
- (c) No exhaust system can be higher than 400mm from ground level.
- (d) No exhaust system can protrude further than 100mm from the perimeter of the body work.
- (e) External waste gate “screamer” pipes are permitted. They may exit through the bonnet or side or under the vehicle. Each exit must be deemed safe by the Chief Scrutineer.
- (f) All vehicles noise emitted MUST NOT exceed 95dB.

7. DRIVETRAIN

- (a) All vehicles must use a manual transmission with foot operated clutch.
- (b) Aftermarket gear sets are permitted.
- (c) OEM gearbox upgrades are permitted.
- (d) Bell-housing modifications are permitted but must be inspected and approved by Event Officials.
- (e) Aftermarket performance gearboxes are permitted but must be approved by Event Officials. Number of forward gears are free.
- (f) Custom one-piece tail-shafts or torque tubes are permitted.
- (g) All non-OEM tail-shafts must be inspected and approved by Event Officials.
- (h) Differentials must be available as a part from a major manufacturer.
- (i) Diff centre modifications are open.
- (j) Quick change differentials or transaxle systems are permitted as long as they sit within the factory centreline. Modifications to the rear sub-frame are allowed to achieve this. This does not exclude Article 2 (d).
- (k) Driveshaft modifications are open.

8. FUEL

- (a) Only commercially available petroleum fuels in accordance with CAMS Manual Schedule G are permitted, including ethanol blends such as E85. Leaded Fuel or any fuel containing lead is not permitted.
- (b) Alcohol based fuels including pure ethanol, methanol and nitro methane are not permitted.
- (c) All fuel system components MUST be sealed from passenger compartment.
- (d) Bladder style anti explosion fuel cells are permitted.
- (e) Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by Event Officials.
- (f) Fuel lines can be run within the cabin if constructed of steel braided or aluminium hard line that is designed to carry the correct fuel type.
- (g) Any fuel line passing through the cabin, MUST have NO connections within the cabin area, except for, at the front and rear bulkheads. If there is no bulkhead fitting, a grommet MUST be used where the line passes through the hole.

9. SAFETY CAGE STRUCTURES

- (a) Each car must be fitted with a Safety Cage compliant as a minimum with CAMS Schedule J.
- (b) Each Safety Cage must utilise welded members and mounts only, unless otherwise approved by Event Officials.
- (c) Each safety cage must have a dual member side intrusion bar for the Driver.
- (d) Any variation of these Regulations may be considered with approval of the Event Chief Scrutineer.

10. FURTHER

- (a) An approved 4-point harness as a minimum is required for each Driver and where applicable each passengers for approved passenger rides.
- (b) All cars must have a tagged and in date fire extinguisher on board within reach of the Driver and firmly secured.
- (c) Cars must have a firmly secured dashboard.
- (d) The car battery must be firmly held in place with a secure bracket. If inside the cabin or a boot that contains a fuel system, the battery must be covered by a battery box with a lid.
- (e) An externally visible BLUE 150x150x150 triangle must be placed on the body work indicating the location of the battery.
- (f) Brake lights and some form of forward facing lights must be operational.
- (g) Windscreen wipers must be operational.
- (h) Brake, clutch and power steering reservoirs must have a liquid absorbing cover.
- (i) Cars must have two bonnet restraints. In the case of an OEM bonnet, the factory secondary locking mechanism is sufficient.
- (j) All cars must have a minimum (1) front and (1) rear permanently installed external towing apparatus (eyelet or strap) with a minimum hole diameter of 50mm.
- (k) Towing apparatus must be contrasting colour to the body work and directional "TOW" signage must be placed on the body work indicating its location.
- (l) All vehicle seating must be fixed back and conform to a recognised motor sport standard.
- (m) Sufficient radiator overflow bottle with appropriate plumbing is required.
- (n) If the engine is fitted with any crankcase breather discharging to the atmosphere, each breather must be vented into an oil catch tank Minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc.
- (o) Dual accelerator return springs are mandatory for mechanical throttle systems.

- (p) Fluid containers filled with HOT LIQUID of over 500ml must be completely covered if within the cabin area, this includes Dry Sump tanks or ACCU-SUMP accumulators.

11. NITROUS OXIDE

- (a) Nitrous Oxide is permitted.
- (b) The following details the requirements to use Nitrous Oxide. Any vehicle that does not meet these requirements will need to seek approval from WTAC PRIOR to the Event for any variation.
- (c) Competitors are reminded of the dangers associated with the incorrect use of nitrous oxide. It is highly recommended that systems are sourced in complete form, from a recognised manufacturer. The following Regulations apply:
 - (i) Nitrous Lines: Must be outside of cockpit for the Driver, except where the bottle is mounted in the Driver's compartment, in which case the line must be plumbed outside the compartment as near as possible to the bottle outlet. Where lines pass converter or flywheel area, they must be encased in 3mm (1/8 inch) minimum thickness steel tubing. High pressure rated hose of minimum 1500 psi is required, and a sintered bronze filter, fit for purpose, must be fitted in the gas supply line.
 - (ii) Bottle Mounting: Bottles must be mounted outside of the engine compartment. Any bottle located in the Driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the Driver's compartment, to the atmosphere. Bottles must be upright or semi upright. Inverted bottles not permitted. Bottles must be equipped with on/off taps. Bottle shut-offs requiring special keys are not acceptable. Bottles used must be purpose built for use with nitrous oxide. Electric devices used for raising the temperature of nitrous oxide bottles must be produced for that purpose by an industry manufacturer, and may not be modified in any way.
 - (iii) Switching: Both solenoids must operate from a common switch and the system must be capable of being switched off by three means: (1) when the throttle is closed; (2) by a special arming switch that provides power to the solenoids; (3) through the normal ignition switch.
 - (iv) Markers: All vehicles using Nitrous Oxide must display special markers located on the outside of the vehicle, in the area where the supply bottle is located and adjacent to the vehicles WTAC competition No. on the side of the vehicle The marker shall be a yellow diamond with 125mm sides, with N²O printed in black letters.



- (v) Warning Light: A prominent blue warning light, located on the dashboard of the vehicle and visible through the windscreen, must indicate when the system is armed.