



**HI-TEC OILS DRIFT ALL STARS
SCRUTINEERING REGULATIONS**

**PRO SERIES
2024**



Hi-Tec Drifting Australia™ ABN 76 168 635 201
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Correspondence: PO BOX 322, Castle Hill NSW 1765
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Promotor:

Hi-Tec Drifting Australia Pty Ltd.

16 Tarlington Place,
Smithfield, NSW, 2164
(02) 9616 5700
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Series Sponsor:

Hi- Tec Oils Pty Ltd.

5 Tarlington Place,
Smithfield, NSW, 2164
1300 796 0096



Official Tyre Sponsor

TRI ACE PERFORMANCE TYRES

Contact Manager:

Hi-Tec Motorsport Tyres Pty Ltd.
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Official Permitting/ Licensing Partner
AUSTRALIAN AUTO-SPORT ALLIANCE

AASA HOUSE 41 Fox Street Winton,
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Event Description:

- This event is a drift event, each competitor, team and driver must be approved to enter and the vehicle must pass scrutiny prior to entering the competition surface.
- This category is a Professional category and is designed for professional level cars on a sound budget that will see them arrive at each round with a solid, professionally presented vehicle.
- Each round shall be conducted in accordance with the current AASA Drifting Standing Regulations, these Sporting Regulations and any Supplementary & Further Regulations issued for the event and approved by relevant authority for the event.
- There will be a total of 5x Rounds divided into 3 with Superseries and 2 stand alone events
- Some of these events will span over 3x days and the others 2x days which will provide optimal seat time; with this we will retain the same structure of having qualifying on one day and competition battles the following day.

Event Dates:

ROUND 1 - @ Sydney Motorsport Park (Super Series)

- Friday 19th & Saturday 20th April

ROUND 2 - @Queensland Raceway (Super Series)

- Friday 28th to Sunday 30th June

ROUND 3 - @ Winton Motor Raceway (Stand alone)

- Saturday 27th to Sunday 28th July

EXHIBITION EVENT @ Sydney Motorsport Park (Super Series & HIN)

- Saturday 17th August

ROUND 4 - @ Winton Motor Raceway (Super Series)

- Friday 4th to Sunday 6th October

ROUND 5 - @ Sydney Motorsport Park (Stand alone)

- Friday 8th & Saturday 9th November

Presentation Night - @ TBC

- Sunday 10th November

Event Registration:



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1. Entries

- a. Registrations will be accepted via the Hi-tec Drifting Australia website and or other links posted on social media pages, <http://www.hitecdriftingaustralia.com.au/>, and only valid when accompanied by the appropriate entry fee and **must** be received **no later than 14 days** prior to the event.
- b. Late entries will incur a late fee of \$50 and will only be accepted if approved by the Event Secretary.
- c. The signed consent of the parent or guardian of any driver under the age of 18 years must be undertaken at sign on, at the venue on the day of the event.
- d. Entry forms will be accepted via the following methods:
- e. The following payment methods will be accepted:
 - i. Eft
 - ii. Direct Bank Deposit

2. Organisers Rights

- a. The Organisers reserve the right to cancel, abandon or postpone the Event
- b. The Organisers reserve the right to refuse any entry

3. Withdrawals

- a. 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:
 - i. Withdrawal of Entry before 31 days prior to the event = Full refund of fees paid
 - ii. Between 31 and 14 days prior to the event = **80% refund of fees paid**
 - iii. Between 14 and 10 days prior to the event = **50% refund of fees paid**
 - iv. Any less than 10 days prior = **Full loss of all fees paid**
- b. For Season entries there will be **NO** refunds after the commencement of the season

Please note that ALL withdrawals will incur an administration fee of \$25

Condition of Entry:

This series is a Pro class event and is open only to vehicles that pass scrutiny and meet the pro class appearance. In all cases competition vehicles must comply with these regulations. Vehicle presentation eligibility will be at the sole discretion of the event organising committee and all automobiles shall comply with the ASSA Regulations and notations made in these sporting regulations.

1. Licence

- a. A current AASA GENERAL SPEED Licence is required for all competitors, Drift 4 Real Practice Days, Pro-Am and Pro.
- b. Day licences are available and can be organised on the day, please ensure you notify the event secretary **no later than 7 days prior** to the event

2. Scrutiny/ Safety Checks of Vehicles

- a. All vehicles must be presented to scrutineering before practice or competition and during the event as directed by Chief scrutineer or senior officials.

3. Drivers Briefing

- a. All Drivers, without exception, are required to attend the compulsory Drivers Briefing on both mornings of the event, Drift 4 Real and Competition day. The Briefing Room will be advised in either the Supplementary or Further Regulations.
- b. Anyone failing to attend the briefing will face disciplinary proceedings from the Clerk of the Course and may be referred to the Stewards of the Meeting for a penalty. Proof of attendance will be the sign on sheet that **MUST** be signed when arriving at the Briefing.
- c. The Drivers Briefing will only be open to attendance by the Competitor/Driver and One (1) spotter/crew members from their team. Additional team members will be denied access.
- a. Failing to be on time for the scheduled drivers briefing will result in a \$50 penalty if you have not notified event organisers/ Clerk of course prior.

4. External Appearance - Decals etc.

- a. Hi-Tec Drifting Australia reserve the right to have any decals, or other Items removed or covered at their discretion
- b. Hi-Tec Oils Drift All Stars window banners are required as well as other decals and must be present in the specified location at the time of scrutineering.
- c. A fine of \$50 can be issued if a competitor enters the competition surface with excluded decals and/or without correctly positioned series decals.

5. Two Seater Operations - Passengers in Vehicles

- a. Passengers are not permitted in vehicles during competition.
- b. Passengers are permitted in vehicles during practice sessions and designated media sessions provided the following is met
- c. Passengers may only be allowed if said vehicle is fitted with a class 1a Safety Roll Cage as per *Appendix 1 – Safety Cage Regulations*.
- d. The car and driver must be entered to compete at the event
- e. The car must have the passenger lights fitted and illuminated while there is a passenger in the car.
- f. Passengers must wear the same protective gear as a Driver and comply with Apparel for Speed Events
- g. The use of hand held mobile phones and small cameras such as Go-Pro's are permitted for passengers however larger recording devices must be approved by the Chief Scrutineer.
- h. Fixed Cameras may be approved during official scrutineering.
- i. Passengers must keep all body parts inside the vehicle at all times.
- j. Passengers must sign an indemnity prior to being allowed on the circuit.
- k. In the case whereby the passenger is between 14 and 17 years of age, the disclaimer must be signed by the parent or legal guardian. No passengers are permitted under the age of 14 years of age.
- l. Personal accident Insurance shall apply to passengers.

6. PASSENGER RIDES - Tandem Procedures

- Tandem Passenger Rides are available to Pro Category Drivers only and will be conducted in accordance with the *AASA Standard Regulations of Drifting section 10*.
- Tandem Passenger Rides means a passenger ride session with two Drift cars emulating a Drift battle whilst carrying passengers under the following conditions:

6.1 Operational Conditions:

- a. Tandem passenger rides are only permitted during nominated HTDA Practice Sessions, and only on the HTDA competition course.
- b. No full competition driving may take place. The vehicle must complete the pass with a score of 80 points out of 100 or less with regards to combined competition line and competition speeds as determined by the judges. Drivers will not run any more than 90% of the judged line, they will follow a smooth and flowing line in the lead, allowing a comfortable chase for the driver behind. The chase driver will not close to more than a car width of the lead car and will sit inside the smoke line on a slightly shallower line to maintain vision except for during transitions.
- c. The following during a Tandem Passenger Ride will be investigated as a breach of these requirements:
 - (i) Any vehicle to vehicle contact or vehicle to other object contact
 - (ii) Any vehicle that leaves or exceeds the defined designated course
 - (iii) Any vehicle that is deemed to have lost control
- d. Each vehicle may utilise the designated Scrub Zone for warming of tyres etc.
- e. Each vehicle taking passengers must have Passenger Lights fitted. Passenger Lights are to be bright orange or yellow, a minimum width of 150mm, and to face forward from out the front windscreen and rearward out the rear window. Passenger Lights are to be illuminated at all times while the vehicle is carrying a passenger.

6.2 Operational Procedure:

- a. Session staging will be with front and rear passengers light illuminated and track ready at Pit exit.
- b. Each passenger is to be checked for correct fitment to the vehicle and correct apparel prior to each ride by a person (Event Official) nominated by the Clerk of the Course. This check is to be conducted in the staging area (Drift Pit exit) and once conducted confirmed with Race Control that the vehicle and passenger are ready.
- c. Scrub will be as normal, one car at a time. Then proceed to the startline.
- d. Vehicles will line up in dual pass formation and wait for starters orders.
- e. Starter will acknowledge both vehicles have passengers on board and radio to Race Control.
- f. Starter will hold cars until the section is clear, and smoke is minimised.

- g. Race Control will assess track conditions and once clear, allow the Tandem Passenger Ride to commence.
- h. Starter will release cars as per normal release.
- i. Once the Tandem Passenger Ride has crossed the finish line the Tandem Passenger Ride vehicles will transit back to the start line for the reverse battle, to be run in accordance with points (c) to (h).
- j. On completion of the reverse battle the Tandem Passenger Ride is now finished, and each vehicle will return to the pit area.
- k. Any noncompliance or observed breach of the above by any driver will be investigated by the Clerk of the Course and may be reported to the Stewards who will impose a penalty up to and including disqualification from the event.

7. Driver Apparel

- a. Drivers and passengers must comply with the minimum requirements set out for AASA General Speed Events/ Standard Drift Regulations
- b. All drivers competing in the Pro category are required to wear a minimum single layer race suit
- c. All drivers are required to wear race boots
- d. All drivers and passengers are required to wear socks
- e. All drivers must wear gloves
- f. All drivers are strongly encouraged to use FHR
- g. All drivers are strongly encouraged to use fire retardant undergarments.

8. Vehicle Eligibility:

- 1. Cars must have fitted a front and rear bar, bonnet and side skirts for scrutineering and at all times during the competition sections of the event unless the part has been damaged beyond repair during the event and all spares have been utilised, the parts reparability will be decided upon by the Chief Scrutineer.
- 2. All vehicles must be, or have been, mass produced and available for purchase from a major manufacturer as an OEM vehicle. Cars not available in Australia, but available for public sale overseas are permitted but require approval from

the event organising committee. Open wheel vehicles, kit cars, clubman cars and full-tube purpose built race cars, are not permitted.

3. All vehicles must be rear-wheel-drive and must have 4 wheels with the steering acting on the front wheels only

9. Chassis

- a. The vehicle chassis/frame rails 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
- b. Notching of the OEM Chassis/frame rails is permitted for the purpose of providing clearance for suspension componentry full range of motion, but must have the following condition met.
 - i. reinforced with double plates of the same material or greater integrity than original.
 - ii. must receive prior approval in writing from the Series Scrutineer or technical director.
- c. The original OEM floor pan must remain fully intact between the vertical planes with the exception of the transmission area / drive tunnel or rear seating area which can be enlarged for the purposes of mechanical conversions Some examples conversions are:
 - i. Fitment of Ford Voodoo engine
 - ii. Fitment ZF8HP70 transmission or Albins ST6 Transaxle

and only as long as it is sealed and reconstructed with metal no thinner or weaker than the original.

- d. Transmission shifter location may be enlarged or relocated in the transmission tunnel when non original transmissions are used.
- e. The interior unibody must remain fully intact and unmodified around the entire outside perimeter of the Vehicle, between and inside the front and rear vertical planes from the original floor pan at the lowest horizontal plane to the roof at the highest horizontal plane
- f. Other interior unibody structures may be removed between and inside the vertical planes that are not part of the original floor pan or outside perimeter or the unibody. These items can include interior tabs and structures for interior trim panels, various tabs or mounts for unused OEM steering columns and pedal boxes, OEM battery boxes and mounts, and unused OEM windshield wiper motor mounts and dividers not part of the original firewall structure.

- g. Any other items, mounts, or structures intended for removal from the unibody must receive prior approval in writing from the Series Scrutineer or technical director.
- h. Any unibody panels or part thereof not listed above for removal from the unibody structure should be considered non-removable. Where a requirement arises a request must be made to the Series Scrutineer including details, and prior written approval received.
- i. Holes in the fire wall or between the fuel cell and main cabin must be filled in with an appropriate grommet or welded closed.
- j. Windscreen and windows, The use of the mass production windscreen is permitted. The use of electric heated glass windscreen of artisanal production is allowed. Plastic windscreen (polycarbonate or PMMA ensuring the same transparency as the original glass) with the same shape of the reference part, with or without heating with minimum thickness 5.85mm is allowed.. Anti-intrusion arm(s) or support(s) for Plastic Windscreen may be used. The addition of a maximum of 4 protective transparent films on its external face is permitted. Plastic rear window min. 3.85mm is allowed.

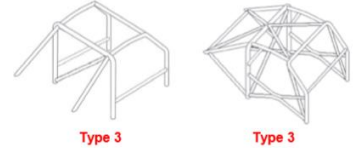
10. Body and Appearance

- a. Bodywork may be manufactured from lightweight composite materials such as fibreglass or carbon fibre.
- b. The vehicle's side profile shall remain standard with the exception of the front bar, bonnet, rear bar, rear spoiler, side skirts and wing.
- c. Front and rear spoilers/wings are permitted. Front spoilers may be part of the front bumper and front spoiler under-trays are allowed however are not to extend back past the front suspension cross member [in line with the centre of the front lower control arms]. Rear under trays are permitted but must not extend past the trailing edge of the rear wheel arch. This is the only form of under trays allowed.
- d. Bonnets may be modified for the purpose of venting / cooling or may be modified to allow the passage of mechanical components subject to approval by the series scrutineer. Such modification shall be contained to the minimum required to provide clearance and may require the addition of covers or shielding.

11. Safety Cages

- A safety cage (roll cage) is mandatory for competitors

- Each Safety Cage fitted shall comply with registered/certified in accordance with AASA Safety Cage Regulations
- Minimum cage requirement for Pro Class is a Full Cage [Type 3] compliant that incorporates, the following in accordance with AASA safety cage Manual:



[More than a single door bar on each side of the automobile]

- *The original roofline must remain intact. Fitment of a carbon-fibre or lightweight roof skin is only permitted when an approved roll cage as per Appendix 1 – Safety Cage Regulations, modification of the roof pillars is not allowed.*
- *Factory doors and compliance fitted side intrusion bars must remain intact on the vehicle unless an approved safety cage as per – Class 1a with side intrusion bars is installed. “Gutted” factory doors and lightweight doors are then permitted to be fitted also with side intrusion bars fitted. Cars without door mounted intrusion bars must be fitted with intrusions in the roll cage structure as per Appendix 1 – Safety Cage Regulations – Class 1a as a minimum*
- A Safety Cage that is not compliant with AASA regulations or that is not registered/certified by AASA may be approved by the Chief Scrutineer
- Any repair to a safety cage structure shall comply with the requirements applicable at the time of original manufacture.
- The safety cage structure shall not unduly impede the entry or exit of the driver/crew

Note: not every safety cage structure built from a commercially available ‘kit’ complies with the current FIA and/or AASA regulations

12. Tow Hooks

- Front and rear tow hooks must be fitted and visible on all competition vehicles and;
 - a. Have their position clearly indicated with a red triangle pointing in the direction of the hook.
 - b. Have a minimum internal diameter of 40mm.
 - c. Have a load rating of not less than the gross Vehicle weight



***Note:** Towing eyes shall only be used where the Vehicle can be moved freely. They must never be used to lift the Vehicle.

13. 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 subframe and rear subframe 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 50mm 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 subframe can be modified to allow it to be raised or lowered or for the fitment of a quick change differential such as a Winters differential.
- e. Fitment of a 4-link rear suspension is permitted in cars using a beam rear axle and must be approved by the Series Technical Director.
- 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 OEM only directly upward].
- g. Replacement adjustable suspension arms are open. Additional arms over factories are not permitted.
- h. The factory suspension arm pick up points are allowed to be moved up to 50mm from the OEM location as long as it still allows the fitment of a factory or replacement adjustable suspension arm.
- 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.
- m. The use of drift specific steering systems such as Wisefab or TDP is permitted.

14. Wheels and Tyres

- a. Wheels/tyres [top section] must fit within the guards with a maximum of 10mm allowed outside, this includes the rim. Additional flares or guards may be added to achieve this with maximum width of flares/guards not exceeding 150mm per side.
- b. The use of wheel spaces is permitted however their safety and eligibility is at the discretion of the events Chief Scrutineer.
- c. Tyres must be grooved from the factory, no additional grooves or marks are permitted.
- d. All tyres must have a minimum starting [cold] pressure of 1 bar [14.7psi] on the dummy/staging grid. This will be checked at the discretion of the Clerk of Course
- e. Tyre warmers and chemical treatments are not permitted.
- f. **Pro Class tyre restrictions:** Maximum tyre width of any tyre is 265mm. Road or Semi-Slick tyres only are permitted, no slick or studded tyres.
- g. All wheels are to be marked with a visible and opposing colour on one spoke or similar to assist in determining wheel speed.

15. Engine, Gearbox and Exhaust

- a. Engine and transmission conversions and/or modifications are free however it is advised that the series scrutineer is contacted prior to commencing either engine/transmission conversions.
- b. Commercially available fuel is free [as defined below] A petrol, automotive diesel or liquefied petroleum gas [LPG] or ethanol blended fuel, e.g. "E85" produced by an oil company and available for commercial sale in all States and mainland Territories of Australia.
- c. Nitrous oxide/LPG systems are permitted. The bottle must be securely fastened to prevent movement. And in accordance with AASA 3.8 [h]
- d. Each vehicle equipped with N2O must have an approved sticker of yellow printed with black text. Fuel notification stickers are to be located on the front left-hand side upper quadrant of the windscreen, which must not restrict the driver's view.

- e. Engine/wastegate exhaust noise is limited to 95db. Circuit testing equipment will be used at all rounds. It is advised that vehicles have options to reduce noise built into their exhaust design.
- f. Wastegates may be vented to the atmosphere but must have the following conditions met.
 - i. If protruding from the bonnet must not protrude more than 30mm past the bonnet line and must point directly up for the final 100mm.
 - ii. If protruding from the front guards must not protrude more than 30mm past the guard and must point towards the ground more than 30 degrees from horizontal for the final 100mm.
- g. Engine exhausts may be protruding from the bonnet however must not protrude more than 30mm past the bonnet line and have a cross [X] welded into the exit within the final 50mm. These must point directly up for the final 100mm.
- h. If protruding from the front guards must not protrude more than 30mm past the guard, must point towards the ground more than 30 degrees from horizontal for the final 100mm and have a cross [X] welded into the exit within the final 50mm.

16. Under Bonnet

- a. All items under the bonnet must be secured including the battery [if fitted in this location], wiring harness, fluid lines, fuse/relay boxes etc. Under the bonnet should be clean, tidy and free from oil or fluid leaks.
- b. All fluid reservoirs must be covered by an absorbent sock or similar including brake, clutch and power steering where practical.
- c. Rubber hoses, reservoirs and flammable items should be appropriately shielded where practical from exhaust systems, turbochargers and any other high temperature items.

17. Internal and Boot

- a. All unnecessary items inside the vehicle must be removed prior to scrutineering and for the duration of the event. All mandatory items [e.g fire extinguishers, intercoms] must be secured prior to scrutineering and for the duration of the event.
- b. The cabin must be sealed from the road, engine bay, boot area and the fuel cell, any holes to be filled with bungs, covered with plates or welded up.

- c. Fuel systems and cooling systems must be covered and sealed from the cockpit, this may require a fluid proof bulkhead/firewall to be fitted to the parcel shelf and area previously covered by the back seat. All pumps, lines and tanks must be securely fitted.
- d. Open coupes (such as 180SX, Sprinter) with an externally mounted fuel system or cooling systems must have a properly sealed rear firewall to separate these systems from the cabin.
- e. Fluid lines cannot have any joins within the cabin except for at the rear bulkhead and engine bay firewall. Appropriate fittings must be used.
- f. All fluid containers must be completely covered if within the cabin area, this includes dry sump tanks, accumulators, power steering pumps etc with the exception of appropriately sealed hydraulic master/primary cylinders.
- g. In cabin/boot batteries must be secured. If a wet type battery it must also be covered. Positive terminals must be insulated and a location triangle on the external of the vehicle adjacent to the battery is required on all vehicles.
- h. Safety harnesses are compulsory. They must be in date
- i. Seats need to be securely fitted with a minimum of grade 8 bolts or cap screws [Allen key bolt].
- j. Doors are to be fitted with a door trims or acceptable cover. In the case of modified doors, all sharp edges must be removed. Doors can only be modified to accommodate roll cage design.

18. Isolator Switches

- a. Battery isolator cut-off switches and external isolators are compulsory and marked with a blue triangle with a lightning strike.
- b. A blue battery location triangle on the external of the vehicle adjacent to the battery is required on all vehicles.

19. Lights

- a. Front and rear headlights and tail lights will be in working order for the duration of the event.
- b. Brake lights are to be fitted in the manufacturers original location and additional brake light strips in red or visible contrasting colour are to be fitted to the top of the front and rear windscreens and wired to come on with the rear brake lights.

Lights will be in working order for the duration of the event. Random checks after scrutineering will be conducted.

- c. Passenger lights must be fitted to all vehicles taking passengers. Lights are to be bright, orange or yellow, a minimum width or length of 150mm, and to face forward from out the front windscreen and rearward out the rear window. These lights are to be illuminated at all times while the vehicle has a passenger.

20. Vehicle Damage and Oil Leaking - On Track

- a. Any driver who develops an oil leak or vehicle damage and does not remove the car from the circuit as soon as possible, or continues to drive their vehicle, may be sanctioned by the Clerk of the Course, the Stewards of the Meeting and/or the Organisers.
- b. 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 score 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.
- c. The cost of recharging of the extinguisher will be forwarded on to the competitor at the cost of \$120.00 per extinguisher used.
- d. 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 \$35.00 per dryorb bag used.
- e. All use of consumables will be reported to Race Control

21. Garage and Pit Area - Fuel Requirements

- a. The maximum total amount of fuel permitted to be stored anywhere in the paddock or garage/pit bay area is relevant to each facility and will be advised in supplementary or further regulations if required. 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.
- b. All additional fuel must be stored at the Official Fuel Compound for the venue. 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 Clerk of the Course or Stewards of the Meeting and may incur a fine and/or exclusion from the event.

- c. Smoking (including e-cigarettes) is NOT PERMITTED in any area of the garages, paddock, pit lane, scrutineering, fuel compound, Nitrous Oxide depot, or any other area unless specifically sign posted that smoking is allowed. Drivers will be responsible for their team members to comply. Failure to comply may result in a points penalty to the Team.
- d. At all times all competitors must comply with the Dangerous Goods Act and Regulation - Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for the state or territory in which the event is being held.
- e. Maps of the Official Fuel Compound and Nitrous Oxide Depot will be available on request.

22. Pit Crew Safety

- a. In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the car in the event of a failure of the jacking system, to be inserted under the car at all times when persons working on the car have any part of their body under any immovable part of the car.
- b. Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require persons to place any part of their body under any part of the car.
- c. All Competitors are responsible for the safe working conditions of all their Team Members and must ensure compliance with WorkCover laws, regulations and compliance codes for the state or territory in which the event is being held at all times.

Notes:

- Once a car has completed scrutineering, it must not be removed from the circuit without prior written approval from Hi-Tec Drifting Australia, until the completion of all competition, scrutiny, and judicial matters.
- Vehicles that do not comply will have the reason noted in logbooks. One chance will be granted to correct any non-safety related issue by the next round. All safety issues must be corrected prior to the vehicle entering the competition area.
- Hi-tec Drifting Australia, or their nominees, will not be held responsible or liable to account or compensate for any delay caused by any form of scrutiny

END OF PRO REGULATIONS