

# Season Regulations 2011 of the

IDS - INTERNATIONAL DRIFT SERIES

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# **IDS - International Drift Series**

## **Regulations Season 2011**

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We are happy to present the rules and regulations for the 2011 season.

These rules form the foundation for the organisation as well as the conduct of the IDS – International Drift Series. We recommend all participants, teams, drivers and umpires to read this document thoroughly.

IDS wishes everyone a safe and successful race season.

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# 1 Series Administration

## 1.1 Responsibilities

The International Drift Series (in the following “series“) belongs to the IDS-International Driftingsports GmbH (referred to as “Driftingsports“, both together referred to as “IDS“) and controls all series events such as the IDS PRO Search, IDS PRO Drift Championship, IDS Street Drift Championship as well as all other events of Driftingsports GmbH. Driftingsports GmbH shall carry out the commercial and administrative tasks.

## 1.2 Official Meetings

A representative of Driftingsports has to be present at all official meetings and hearings, which concern either the coordination or enforcement of these regulations or other administrative issues of International Driftingsports GmbH.

## 1.3 Approval of Rules and Regulations

Every person or group of persons, every corporation, regional partner or event host, as well as all licensees confirm to:

- have read the rules
- approve of and obey the rules and regulations without exception
- renounce legal courts or joint dispute resolutions that are not explicitly mentioned in the regulations as long as permission of International Driftingsports GmbH is not given.

## 1.4 Responsibility for conducting the Competitions

The IDS Race Director has the exclusive responsibility for the competitions at IDS events.

The Race Director reports to the Driftingsports executive board. All participants of an event report to the Race Director and have to obey his orders and directions.

## 1.5 Implementation and Interpretation of Rules

The implementation and interpretation of the rules is the responsibility of the IDS jury members and the race director. Their decisions are binding. In order to promote drifting, to achieve timely decisions of results of the competition and with regard to the subsequent benefits, all participants agree to the following:

- If a participant, team of participants or official is seeking or continuing legal procedures, this person or organisation has to compensate IDS and/or their partners, agencies or subordinate organisations for all cost that have arisen from the lawsuit. This also includes travel costs and costs for legal representatives.
- No participant is seeking legal procedures against IDS, organisations and individuals acting on behalf of IDS to modify or reverse decisions or to claim compensation for damages based on these decisions.
- Participants are not to litigate against rulings and decisions of IDS officials

- In doubt and in the case of differences in opinion and interpretation of the rules, the German version of these regulations is governing. The latest version is either published on this website: [www.driftingsports.de](http://www.driftingsports.de) or available at request in hardcopy.
- On January 1<sup>st</sup>, of each year a new version of the regulations becomes effective and replaces all older versions.

### **1.6 Changes of Regulations and Specifications**

IDS reserve the right to change or amend the regulations, rules, and specifications at any time. These changes are released in a written statement. This statement will be sent to all participants and employees by e-mail as well as being published on this website: [www.driftingsports.de](http://www.driftingsports.de). The technical director has the right to extend the regulations relating to safety at all times if necessary. The teams are responsible to comply with the latest regulations and bulletins.

We would like to encourage all participants to file for changes of the rules and regulation. The desired changes need to be submitted and filed with IDS in writing within a fortnight (2 weeks) before the due date of change.

## **2 General Regulations**

Here the general regulations are stated. Additionally the race series' are defined and the according series-specific regulations are exemplified.

### **2.1 Officials**

Every IDS event has to be hosted by IDS designated persons, agents and partners who guarantee the conduct of the event. Officials, whose duties are to govern and conduct the event can be constituted of

- Race Director
- Jury members
- Technical director
- Starter
- Secretary.

Those mentioned above are called officials and can be assisted by others, who are also called officials and to whom tasks can be appointed.

Officials are present and in power at all events from the beginning to the official end. Officials can only resign from their office at an event by special approval by the race director. Officials must not be in a conflict of interests, due to their relationship with Organisers, Teams, Drivers, other Officials and Sponsors or their affiliates that prevent them to perform their duties impartially. Additionally, officials must not participate in events they officiate at.

### **2.2 Series Identification**

All decals, emblems and logos have to be attached corresponding to the regulations (see placing plan). Any use of IDS brands, logos or others emblems that are intellectual property of the IDS an non IDS events have to be approved by IDS. The illegitimate usage of IDS brands, logos or other emblems that are intellectual property of the IDS can result in penalties, fines, disqualification, and/or the initiation of legal procedures.

## 2.3 Registration/Nomination

All holders of a valid driver's license are eligible to participate in events. Persons without a valid driver's license need an exemption issued by IDS.

To participate in an event requires a completed registration/nomination process. The registration takes place under the secretary's supervision. Registrations are processed at IDS' main office upon receipt of the forms and fees. IDS reserve the right to limit the number of participants for an event and to define a deadline for registration. Participants are registered according to the order of incoming registration forms and fees under the consideration of the current championship placing. All drivers, crewmembers, guests, participants and sponsors of the series require a valid registration. All dates and addresses for registration for events will be announced on the website: [www.driftsports.de](http://www.driftsports.de).

Unless otherwise stated, registration/nomination and payment will take place exclusively via an internet booking system on the website [www.driftsports.de](http://www.driftsports.de). Guests, sponsors and crewmembers are registered at the events.

A successful registration will be confirmed in writing by digital format (E-mail or Internet). The confirmation has to be presented at the event.

The registration deadline for all events also is will be announced at [www.driftsports.de](http://www.driftsports.de). Cancellation or refund of registration fees is not possible after the expired registration period.

A verbal registration or registration via phone is not accepted. Exemptions are granted by the organisation committee only and only in exceptional cases. IDS issues no guarantee for such a registration. It is the participant's duty to ensure the issuance of a confirmation.

All required data have to be submitted at the registration. Incorrect or incomplete registration forms are invalid and will not be accepted. The participant is liable for a correct and complete registration form.

The registered driver is issued with a participation entitlement corresponding to the race series. It is valid for one season only. The participation entitlement warrants participation at IDS events exclusively. Drivers without participation entitlement are not permitted to compete in IDS events. Non compliance with the rules can result in revocation of the IDS participation entitlement.

For the season start the IDS can arrange a paid training course (driver certification measure) which may be mandatory for the participation in IDS event. The dates for it will be announced in time. Individual training courses will be conducted for guest drivers.

### 2.3.1 Nominated cars

The registration of participants takes place in conjunction with the nomination of a vehicle.

The replacement of the competition car needs to be approved by the executive board. The replacement car needs to comply with all specifications in the regulations.

If a nominated vehicle is not expected to be ready or defect at the race day, the participant has to inform the organiser up to 24 hours prior to the race and may nominate a replacement car. The replacement car needs to comply with all specifications in the regulations.

The introduction of a replacement car during a race event is not allowed.

## **2.4 Team representation**

A team is constituted of a driver with a car, and one additionally assigned person. Each team has to nominate one (1) person that acts as team representative. This representative is the only person who:

- May officially represent and speak in the team's name
- Can file protests
- Can withdraw the nomination or vehicle and
- Is allowed to change or amend the team administration list.

If the team representative has to be changed during an event, the secretary, technical director and race director have to be informed.

## **2.5 Vehicles**

### **2.5.1 Vehicles entitled to participate**

In general all rear wheel drive vehicles are allowed to participate. The use of 4-wheel drive and front-wheel drive vehicles are so far not considered and therefore disallowed. Vehicles with a modification from four- or front-wheel drive to rear-wheel drive are allowed. Vehicles are not required to be street legal. Specific, series relevant safety measures are required.

The race committee reserves the right to expel vehicles with dangerous or inappropriate modifications from the events.

In the event that a vehicle might lose parts in the competition and therefore endanger other participants or the looks of the vehicle is affected, it may be removed from the track and expelled from the race. Vehicles with missing carriage parts that compete in the race may be fined if the race committee has not been informed timely.

### **2.5.2 Tires and Rims**

The tires have to show adequate tread pattern, the tire carcass must not be visible. The tread pattern must not pose a safety risk. At the technical inspection, the front tires have to show the minimal tread as required by the German Highway Code (Strassenverkehrsordnung, StVO). Race tires and slicks are not permitted.

### **2.5.3 Suspension**

There are currently no regulations regarding suspension.

### **2.5.4 Seats and Seatbelts**

Race seats, panels and seat belt systems with FIA-accreditation are generally desired. A passenger seat with seatbelt needs to be mounted.

## **2.6 Driver's safety**

All drivers and passengers have to wear helmets on track.

Throughout the event and when operating their vehicle, all drivers and passengers have to be secured with seatbelts.

Fuelling the vehicle is permitted only at designated fuelling areas.

The vehicles must not leak any kind of fluids. Should a vehicle leak before or during the competition, the vehicle has to be fixed within 15 minutes. If it is not possible to fix the problem, the vehicle will be disqualified from the competition.

The vehicle has to have a working light system (headlights, rear lights, indicators and stop lights).

It is necessary that the breaking system works and the vehicle can be stopped at any time for safety reasons. In order to guarantee a risk free breaking it is necessary for the main breaking system to work on all four tyres. Modifications to the breaking system are only allowed if the main function (breaking at all four tyres) is still working. Modifications of the breaking system (discs, pads, break line, brake pressure regulator, hydraulic handbrake, pressure and gate valve) are only permitted if professionally fitted and working without problems. In the case of gate valves they have to be mounted between the handbrake and the rear wheels.

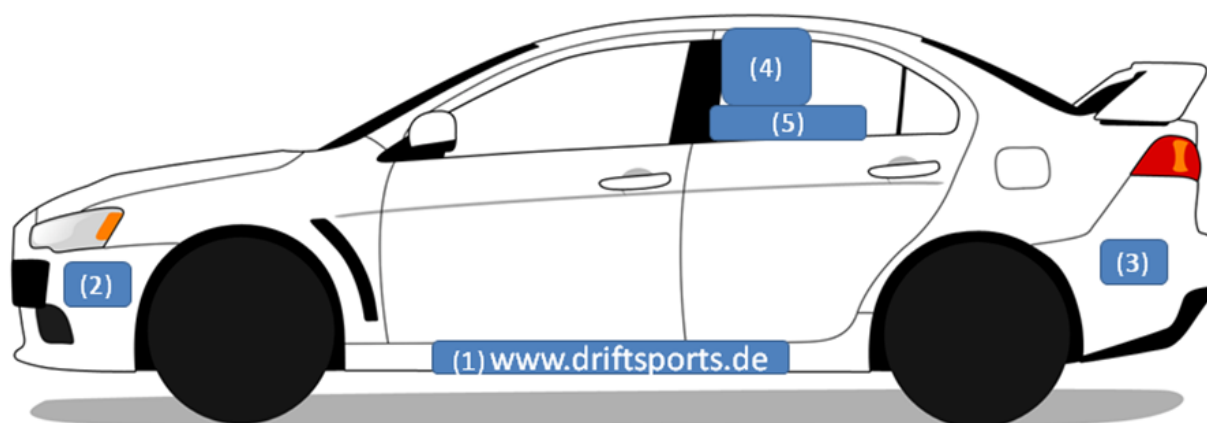
Passengers are not permitted in the vehicle during competition runs.

When the organiser has been informed in advance passengers are allowed at training, show and demonstration runs. If deemed necessary, additional documents like disclaimers or waivers have to be completed and signed.

The race director must approve in advance of accompanying press representatives or film teams.

## **2.7 Placing plan and Advertising**

The following placing plan compulsory for all participants and will be checked at the technical inspection. A modification of vehicle decals or non-compliance leads to the disqualification of the vehicle from the event. The proposed measures may be altered. The organisation committee reserves the right to make further changes. The design of the remaining area is at the drivers'/teams' own disposal. The first set of decals will be distributed by the Organiser (first issuing), those decals that need to be organised by the drivers/teams are stated. Additional decals needed by the driver/team after the first issuing are to be ordered in exchange for a fee with the Organiser. Decals affixed at the side of the cars have to be applied on both sides. The proposed measures may be altered.



**Image 1: Placing plan – Side view**



Image 2: Placing Plan – Front and Rear View

#	Description	Producer	Measures[cm]
1	Sticker on sill board labeled "www.driftpoints.de" or other. The exact spot of this sticker may vary due to vehicle-specifics.	Organisation	15x100
2	Sponsor sticker front fender	Organisation	15x20
3	Sponsor sticker rear fender	Organisation	15x20
4	Number decal with sponsor on door/side	Organisation	20x20
5	National flag and name, side window behind driver	Fahrer/Team	15x40
6	Sponsor sticker windshield	Organisation	15x150
7	Sponsor sticker bonnet left	Organisation	30x60
8	Sponsor sticker bonnet right	Organisation	15x35
9	Sponsor sticker license plate front and rear	Organisation	15x35
10	IDS/sponsor decal rear window	Organisation	15x150

The placing plan may deviate dependent on series or event-and will be announced and published accordingly. Decals and advertising of sponsors other than those stated by the organiser have to be registered with and authorized by the organiser before the start of the season. The organiser reserves the right to remove and prohibit competing or damaging advertising and decals.

## 2.8 Course of Event

In general, an event consists off: the briefing, training, qualification, final as well as show, demonstration and taxi events. The sequence is not compulsory, but the organisation tries to organise training sessions under the constraints of the given track time before the qualifying and final runs. All other event elements should take place similarly as well. External circumstances may require a modification of the planned schedule. The driver/team has no right to claim cancelled event elements. The organisation reserves the right to perform selected elements of the event at different locations or times.

The briefing takes place before the training, or under circumstances before qualification. Participation at the entire briefing is mandatory for all drivers. The organiser will keep an attendance list that has to be signed by

each driver. If possible, the meeting will be held both in German and English. In the briefing, the drivers are to be informed about the start and race modus and where applicable the specifics of the event.

Failing to attend the briefing, particularly an unexcused absence, may be punished with disqualification from the event by the organiser.

### **2.8.1 Registration**

The registration conditions and prices are described in annex G: Before each event, the presence by registering by signature must be carried out personally. On demand by the organizer the registration confirmation has to be provided.

### **2.8.2 Technical examination and inspection**

#### **License check**

No later than at the beginning of the season, i.e. at the first racing event, the organiser performs a technical examination of the vehicles. The examination is done once annually and takes place at the first day of the competition. Other scheduled examinations during the season will not take place. Examinations prior to the first event, at training events or at the PRO-Search event are intended.

The technical personnel check the compliance with all safety requirements stated in the regulations and minute the results. The driver receives a copy of the result of the technical examination and commits to remedy detected defects under the supervision of the technical personnel. The technical personnel set the deadline for remedy the defects and minute those as well. The technical personnel have at its own discretion the right to disqualify a vehicle from an event.

The trained technical personnel are provided by the organiser. Each successfully examined vehicle receives a certificate in the form of a marking on the car (sticker etc.). Only vehicles that comply with the annual examination's regulations and have received the certificate are allowed to take part in the competition. Vehicles without certificates are disqualified from the competition.

At each event, the organiser or an appointed person acting on their behalf may randomly examine vehicles. This examination may be conducted before an event, or by means of summons during or after an event or by any other method.

It is the duty of the driver and team to ensure that the vehicle complies with at any time with the regulations.

#### **Modifications**

Every vehicle that has been modified, dismantled or altered in a way that affects security issues after the examination certificate has been issued and each vehicle whose certificate may have expired or has been involved in an accident has to be resubmitted for further technical examinations. It is the driver's and team's duty to file technical alterations of the vehicle with the technical director. The teams and drivers are also required to inform the organisation about a pending technical examination. This needs to be in writing and at least two (2) weeks prior to the event. If this deadline was missed or the request for inspection was not filed, the driver has no right to participate at an event without prior examination.

#### **Damages**

If a vehicle was damaged in an accident or other incident, the technical director may revoke the annual examination certificate. A new certificate may be issued after passing the technical re-examination or after

repairing the damages and subsequently passing the re-examination. The drivers and teams are obligated to file all damages with the technical director.

### **Team Representatives**

Only one (1) representative of each team may be present at the technical examination. The area of examination should be separated and provide conditions for an undisturbed examination. All other team members have to leave the area.

Costs that may result from a technical re-examination have to be carried by the driver or team being examined.

### **2.8.3 Drivers Meeting/Briefing**

IDS will hold several meetings with all drivers and team leaders at the events. Meetings can cover one or more subjects and issues. Meetings are announced timely such in regulation appendixes, or other announcements and publications. In the meetings the current regulations and, if applicable, rule or regulation changes will be announced.

The attendance of drivers and team representatives at the entire meetings is mandatory. The organiser will keep an attendance list that has to be signed by each driver. If possible, the meeting will be held both in German and English. In the briefing, the drivers are to be informed about the start and race modus and where applicable the specifics of the event. If needed, IDS reserves the right to announce meetings on short notice.

Failing to attend the briefing, particularly an unexcused absence, may be punished with disqualification from the event by the organiser.

### **2.8.4 Practise**

If time allows practise sessions will be scheduled prior to qualification sessions.

There may be one or more practise sessions. The minimum time for total duration of the practise sessions is 30 minutes. Changes in the practise schedule are published in writing. In the briefing the race director announces the sequence and duration of the practice.

During the official practice times only registered drivers with nominated vehicles are permitted on the race track.

There is no limit for a driver's practice time.

Orders by the race director have to be strictly obeyed.

For more explanations about all other event items please refer to the relevant race series.

## **2.9 Signal Flags**

In motor sports commonly accepted signal flags and their relevance apply. The following flags are used to inform drivers about certain conditions and to act accordingly. Flags made of fabric are most commonly used, but can be replaced with similar signs or lights. A permanent light equals the static flags, flashing lights equal waved flags.

<b>Flag</b>	<b>Color/Use</b>	<b>Meaning</b>
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	White waved	A slow vehicle (Intervention-vehicle) is on the track. At the track section where the white flag is waved no other vehicle may be overtaken with the exception of the slow vehicle.
	Blue waved or static	Signalizes the driver that he will be overtaken (lapped). Static: driver is about to be overtaken and has to stay in his lane. Waved: One or more competitors will overtake, and the driver has to make overtaking possible.
	Yellow waved	Danger ahead. Strictly no overtaking. Absolute drift prohibition. The driver must stop the drift and has to be prepared to stop. No overtaking and ban drift until green flag is shown.
	Green waved	End of a danger zone. The track is free. Also shown at the start of a warm up lap and training sessions.
	Red waved	Training, qualifying or race is stopped. All drivers have to reduce speed and return to the pits.
	Yellow with vertical red stripes	The track is slippery (due to oil, water, dirt). If stewards point to the sky, the drive has to prepare for unexpected rain.
	Black with orange circle	This flag is shown in combination with the driver's number. Drivers have to return to the pits due to a technical defect but can continue after fixing.
	Black/white diagonal	Warning of unfair sportsmanship. The black flag is imminent.
	Static Black	This flag is shown in combination with the driver's number. The driver is disqualified from the race and has to return to the pits immediately.

## 2.10 Protests

### 2.10.1 Unofficial Requests

Before filing an official protest, participants are advised to try to resolve their requests unofficially. If facts emerge that may lead to the filing of a protest, the party concerned should inform the organisation verbally. The contacted official will initiate the necessary steps and try to remedy immediately, but may refer the issue to the race director. It is possible that a final solution cannot be achieved immediately, and participants cannot expect an immediate remedy of their request.

Filing an unofficial request must in no way interfere with or affect the function of the official or the conduct or securing of the event or other participants.

### **2.10.2 Filing a Protest**

Official protests can be filed verbally with the race director within the time limitations stated below. The day following the event, the protests have to be submitted in writing (E-mail) stating time and place of protest. The protest has to include the reason for the protest and which part of the regulation has been violated.

Protests against a registered participant, the eligibility of a driver or the validity of a vehicle have to be filed at the latest four (4) hours before the beginning of the qualification.

Protests against mistakes or irregularities during a race have to be filed within 30 minutes of the incident.

Protests against results of the race or qualifying have to be filed within 30 minutes after the end of the race or qualifying.

Protests against actions of an official have to be filed 30 minutes after the incident.

The filing of protests does not necessarily mean that the race director will hear all affected parties within the stated periods. The conduct of the event may have priority over the hearing of the protest. If the protest was filed within the time limits, the party filing the protest has complied with the rules.

### **2.10.3 Hearing a Protest**

The race director or authorised official will initiate a hearing at the earliest opportunity to reach a decision. The race director will allow time for each party to state their point of view and present their information. The decision of the race director is final.

It is assumed that all protest filed are logical, reasonable and reliant on authentic evidence.

## **2.11 Press Accreditation**

Drivers, team members and other persons, who plan to take pictures of any form at IDS events for commercial purposes, have to register with the organiser and get an accreditation from the organisation committee. The IDS organisation introduces the group of people mentioned above to the safety regulations and clarifies the criteria for the use of picture and video material. The guidelines are to be agreed to by signing and stating the required personal data and other necessary information. The IDS organisation has the right to get a copy of all material as well as to the transfer of the right of use. Violations against the guidelines may result in the expulsion from the event.

The driver gives the operator the right to use for graphic reproduction and distribution of all images, texts, lists, videos, etc of the driver and / or his cars, which are created within the events of the organizers. The organizer also has the right to the up- and downstream including single, collections, anthologies, programs, newspapers and magazines and even apart from the events. The driver gives the operator the following rights or claims for payment:

- a) The rights of photos, videos, text, lists, which were created as part of an event;
- b) The television, Internet, radio, etc rights;
- c) Screening rights;
- d) The rights to recordings of sound and video recordings and the rights of reproduction and distribution in sound and video recordings in video carries including compensation claims;

- e) The rights to use the work (with or without text) for the production of films or any other type of recording on video carries;
- f) Adaption and other changes, especially the actualisation or use with foreign-language texts
- g) To use the work or an adaption of the work for commercial purposes of any kind, or any use for advertising purposes of any kind by third parties;
- h) The right of dispose the work (great right)
- i) Those rights, which arise and grow from future technical developments or by changes in legislation, as they comply with the rights in subparagraphs a) to h.).

## **2.12 Code of Conduct**

### **2.12.1 Appearance of Driver and Teams**

Drivers and teams have to be clean, appropriate and presentable at all times. The driver's overalls have to comply with the regulations and have to be undamaged. In the PRO-series, the driver's name and the organisation logo should be visibly attached to the overall. All drivers are advised that sewing the logo onto the overall may damage the fire protection and therefore displaying the name and logo is not compulsory. The organisation logo is being made available in form of a sticker by IDS.

Drivers are strictly prohibited to consume alcohol, drugs, doping and/or soft drugs under the terms of the German narcotics law (BtMG). Prescription Drugs issued by a medical practitioner have to be made known to the organisation at the registration. Alcohol must not be consumed until the official end of the event.

IDS reserve the right to test participants at any time without warning and at their own cost for alcohol, doping or drugs. The race director and his designee or designated organisations may induce these tests. Refusal to get tested or the not participating in the test may result in penalties and disqualification from the race or the whole series.

At the events IDS provides paddocks to drivers and teams free of charge. For each team spaces for a van and trailer or a camper or tent and the space needed for the race car are allowed for. For additional space the organisation team needs to be contacted. Possible cost arising from the additional space requirements may have to be paid by the driver and IDS will invoice the driver. The drivers/teams have to keep the paddock in a representative condition throughout the entire event. This means particularly but not exclusively garbage and used-tires. The drivers/teams have to dispose garbage and tires accordingly and if that is not possible on site, take them with them. The removal of non-disposed garbage will be invoiced to the culprit by the IDS.

In the paddock and at all points outside of the track (also back lanes) reduced speed limits are applied; particularly in the paddock walking speed. Donuts and burnouts in the paddock are strictly forbidden and at the discretion of the organization this can effectuate the immediate exclusion of the event.

Burnouts must be carried out on the track only after approval. It should be noted that stand burnouts will not be carried out, the car has to be moved if only minimal to prevent asphalt damages.

### **2.12.2 Code of Conduct**

The code of conduct is binding for all IDS activities and at all their premises, including but not exclusively at tests, practise, official events, press conferences, public appearances as well as competitions and demonstrations.

The driver is responsible for the behaviour and appearance of his/her representatives, team, sponsors and guests at the entire IDS event. Professionalism is binding for drivers, team members and other representatives of the drivers.

Drivers or team members that endanger or harm others will be fined at IDS' discretion with a cash penalty not under €500 and up to €10,000 and may be disqualified from the IDS event or the entire series. The drivers and their teams have to be aware about safety and professionalism at all times. And have to be conscious of their environment, other personnel, actions, behaviour, vehicles and equipment. IDS reserve the right to decide which offence violates these regulations. Negligence or violation of any kind against the safety regulations will not be tolerated.

### 2.12.3 Violation of the Regulations

In addition to all violations included in the regulations, the following actions explicitly violate the regulations:

- Bribing and the attempt to bribe an IDS member as well as the acceptance and consent to bribing
- Deliberate preferential treatment of drivers and noncompliant vehicles
- To litigate or participation at litigation or actions against the best interest of IDS or motor sports
- Dangerous and reckless driving
- Noncompliance with orders or instructions by race officials
- Obstructing the work of members of the executive race board or other officials in performing their tasks, as well as the refusal to comply
- Violation of probation
- Public critique of the series, their representatives or sponsors
- Unsportsmanlike behaviour
- Physical violence or threat of force against fellow participants and officials
- Inappropriate, threatening and obscene language and gestures
- The noncompliance with requirements by the race or technical director to inspect a race car or to demount parts of the vehicle.

In all cases of extremely incorrect behaviour, the IDS reserve the right to act accordingly.

### 2.12.4 Penalties and Sanctions

Every participant, official and applicant or other persons that violate the rules or regulations or appendices thereof or violate against provisions of the event or the operator of the race track may be punished according to the sanctions stated in the regulations.

Penalties are not only limited to violations in the course of an event.

Prior to imposing a penalty, the race director or his legitimate representative may at his own discretion investigate a violation or hear the parties involved.

At the discretion of the race director or the IDS organisation following sanctions are possible:

- **Warnings:** The driver may receive a warning, which is initially issued verbally, but issued in writing later. The warning is valid for the entire season. An additional warning will lead to a higher level of sanction, e.g. deduction of points, disqualification from the event, or withdrawal of the driver certificate.
- **Disqualification:** The race director and the IDS organisation reserve the right to disqualify drivers from an event.
- **Suspension of the race qualification:** The race director may declare a suspension of an IDS participant's qualification for up to 12 months. When a suspension is issued, the punished driver has to hand his race qualification to the race executives. If the receipt of the qualification certificate is delayed, the suspension period starts with the receipt of the certificate at the race executives.
- **Deduction of points:** The race director and the IDS organisation may declare a deduction of points against the driver or team; this is also valid for special assessments.

In the case of penalties and/or disqualifications, the race director may adjust the final race results. The race director may readjust the placements of those drivers that were ranked behind the disqualified drivers. He also assures that all trophies and prizes are assigned according to the revised result.

IDS reserve the right to publish penalties and statements of reasons against persons, organisations or vehicles. Individuals or organisations referred to in this statements have no right for compensation, litigation against IDS or their representatives who issued the statement of penalties.

### ***2.13 Championship and awards***

Participants in IDS-events have the right to advertise with the brand IDS in connection with their belonging to the series in either the Street or the PRO-Class. The right is just seen with a legal IDS driver eligibility and an IDS driver certificate.

The overall winner of the season in the Pro-Class is given the title "IDS PRO Champion [year]". This title may be used for promotional purposes by the participant.

The overall champion of the Street-Class is given the title "IDS Street Champion [year]". This title may be used for promotional purposes by the participant.

For the winners of individual events, the organizer will provide prizes to availability.

The top three winners will receive trophies for both individual and also for the overall standings. Furthermore a premium will be paid for the overall title. Details are listed in appendix H.

## **3 IDS-Street Series**

The following regulations concern exclusively the IDS-Street Series.

### ***3.1 Definition***

The IDS-Street Series is entrance to the drift series. It is meant for everybody who has little or no experience in drift competitions. The vehicles in the Street-Class are not subjected to the regulations of the Pro-Class and so street-legal vehicles are able to participate. The vehicles must be able to become street-legal (in 2012 not yet in

2011), but this is not a prerequisite for participation in the IDS-Street series. All security relevant changes to the vehicle, which go beyond the original condition are also allowed and encouraged in the sense of security.

### 3.1.1 Passengers safety installations

#### Helmets:

During the event, all passengers have to wear helmets on the racetrack. Only helmets fulfilling following standards are permitted:

- Snell Memorial Foundation - SA2000, SA2005
- FIA8860-2004
- British Standards Institute BS 6658-85 Typ A/FR (GB)
- American Foundation Inc. S.F.I.31.2, S.F.I. 31.2A
- Motorcycle helmets

Helmets with an E-license (ECE certificate) are also permitted. Damaged helmets are prohibited.

#### Seats:

All vehicles have to have a minimum of two (2) seats, a driver and a passenger seat.

#### Seat belts:

The minimum requirements for all vehicles are three-point safety belts. During the competition, the seat belts have to be fastened at any time.

### 3.1.2 Vehicles

The vehicles have to be undamaged, clean, and prepared for the competition.

Replacement body panels, front and rear panels, side sills and wings are permitted. All body parts that are not original parts or substitutes of original parts have to be authorised by the technical director of the IDS.

The car's noise emission must not exceed 90dB or the noise limit set by the track operator.

All vehicles have to be equipped with at least one (1) towing device at the front and the rear with a loop diameter of 50mm.

Towing devices have to be easily accessible even when the vehicle is in the gravel trap without having to remove or manipulate body parts.

Towing devices have to be set apart by use of contrast colour.

Towing devices have to be marked with a clearly visible arrow in a contrasting colour to the vehicles colour. The arrow can be painted or affixed to the vehicle.

Open vehicles such as convertibles have to be equipped with a hardtop, original rollover bars or a rollover cage.

## 3.2 Registration and Participation

Registration to participation at a street event happens event-specific and individually for every event. Registration for the entire series might be possible. Repeated participation in street events leads inevitably to the participation in the IDS Street series.

A driver receives a provisional registration at the first event. After a successful registration and participation at the 2<sup>nd</sup> event the driver receives a season registration as street driver.

### 3.2.1 Double starters

Double starters, i.e. two (2) drivers competing with one vehicle can apply and register for the Street series. More than two drivers per car are not permitted.

## 3.3 Judging Criteria

A competition run is evaluated by the following four (4) criteria: drift angle, drift line, drift speed and drift style. The introduction of new criteria is possible at the race committee's discretion. The maximum points to achieve and the sum of all criteria are 100. The race executives decide the weights of the criteria according to the condition of the race track and other characteristics and therefore an even weighting is not mandatory. The judging is only performed in the predetermined areas (Drift Sections), which are marked by pylons and announced and marked out in the briefing.

A 360° turn within the drift section results in 0 points for all judging criteria.

All four standard criteria are outlined below:

- **Drift line:** generally the drift line matches the ideal line through a curve, but may also diverge from it. The race executives and the jury define the drift line in the briefing and assess the drivers by deducting points for divergence from the drift line. Special regulations and their relevance for the results regarding track limits (e.g. curbs) are explicitly pointed out.
- **Drift style:** the drift style assesses the initiation of a drift (technique, timing and style), the drift control (steering-, brake-, and throttle corrections) and the stable exit of the drift (handling the change of load). The different types of vehicles and their characteristics are accounted for in the assessment.
- **Drift angle:** the maximum drift angle is assessed. The type of the vehicle is also accounted for.
- **Drift speed:** the speed is measured and assessed either at the beginning of the drift section or as the average over the entire drift section.

For the allocation of point, for example the drift angle and the speed, an electronic measuring system may be used, e.g. drift box. The results of the system may be treated as guidelines or absolute values for the final assessment. If no electronic measurement system is used, the results are based on the decisions of a professional jury.

The starting order of the drivers may be chosen by lottery, freely or dependent on previous results of any kind. The race executives decide upon the starting order used.

If a driver cannot start due to technical defects, this driver's start may be re-scheduled within the same race event (see 2.8) subject to the agreement of the race executives. Prior to the start the run the driver has the right to fix the technical defect and to restart the competition.

If a technical defect occurs during the race, all results up to the defect are valid and considered. Fixing the defect during the race is not permitted. A repetition of the race is equally not permitted.

In the Street series each driver completes individually. Normally, three rounds are to be completed. If time allows, one lap for practice may be scheduled before the race. It is at the race executives' discretion to react to changes in race or weather conditions by varying the number of practice and race runs accordingly until immediately before the race begins.

### **3.4 Allocation of Points**

Drivers placed 1st-16th are allocated the following championship points:

<b>Place</b>	<b>Points</b>	<b>Difference to persecutor</b>
1 <sup>st</sup>	20	2
2 <sup>nd</sup>	18	2
3 <sup>rd</sup>	16	2
4 <sup>th</sup>	14	1
5 <sup>th</sup>	13	1
6 <sup>th</sup>	12	1
7 <sup>th</sup>	11	1
8 <sup>th</sup>	10	1
9 <sup>th</sup>	9	1
10 <sup>th</sup>	8	1
11 <sup>th</sup>	7	1
12 <sup>th</sup>	6	1
13 <sup>th</sup>	5	1
14 <sup>th</sup>	4	1
15 <sup>th</sup>	3	1
16 <sup>th</sup>	2	

At the end of the season, the aggregate of all points achieved in the individual events decides the championship. In the case of equal points, the number of better results throughout the season decides.

The winner of the championship is awarded the official title of "IDS Street Champion" or "IDS Street Driftmeister". The winner has the right to use the title for the purposes of marketing and PR. In cooperation with the Deutsche Drift e.V., the best German driver is awarded the title "Deutscher Driftmeister".

### **3.5 Placing Plan**

The placing plan in the general part of the regulations is to be complied with (see 2.7). If the organisation decides to abandon parts of or the entire placing plan an announcement will be issued in the invitation to the race.

## **4 IDS-PRO Series**

The following regulations concern exclusively the IDS-PRO Series.

## 4.1 Definition and General Regulations

The PRO-Series is meant for drivers with extensive drift and race experience. The vehicles have to comply with the technical regulations for the PRO-Series.

Only those drivers that have been qualified through an according placement in the previous season or through PRO-Search events are allowed to participate in the PRO-Series. If a driver has successfully completed the qualification round, he or she will get a PRO certificate, which enable him/her to participate in the IDS-PRO series.

The best 8 drivers of the season of 2010 (great eight) are automatically listed for the 2011 season and therefore qualify for the participation in the PRO-Series. The 16 successful PRO-drivers of the previous series receive fixed starting numbers, which are based on the end-result of the previous season, as well as IDS regulations.

Only drivers that have a PRO series participation permit may take part in Drift-Taxi, sponsor events, shows and road shows, autograph events, interviews, TV and press features, and other special events. In exceptional cases, non-qualified PRO-drivers can also be appointed to the events mentioned above by the organization.

Vehicles of the IDS-PRO series will receive preferential technical examination.

IDS-Pro teams will receive preferential treatments at the distribution of spots in the driver paddock and team tents.

### 4.1.1 Safety Installations

#### Inmate Safety Equipment:

Each vehicle inmate has to wear the following equipment at all events and on the track:

#### Helmets:

During the event, all vehicle inmates have to wear helmets on the racetrack. Only helmets that fulfill the following standards are permitted:

- Snell Memorial Foundation - SA2000, SA2005
- FIA8860-2004
- British Standards Institute BS 6658-85 Typ A/FR (GB)
- American Foundation Inc. S.F.I.31.2, S.F.I. 31.2A

Helmets that have an E-license (ECE certificate) are also permitted. Damaged helmets are prohibited.

#### Flameproof Clothing:

At all IDS events, the drivers have to wear flameproof overalls that comply with FIA Norm 8856-2000, or SFI 3/2A-5 or higher.

Wearing flameproof underwear is strongly advised.

Gloves, shoes, and socks have to be worn. Socks should be made of flameproof fabrics, gloves and shoes have to be made of leather or other authorized flameproof fabrics. They must not have any holes and must not show any other kind of damage, or openings except the ones made by the producer of the equipment.

### **Seat Belts:**

The regulations for seat belts are stated in appendix C, while 4-point seat belts are generally acceptable.

### **Seats:**

All vehicles have to have two (2) seats, a driver and a passenger seat. Seats of vehicles that participate in events hosted by the IDS PRO-drift series have to comply with the standards of FIA 8855-1999. The seats may show signs of use but have to be in proper condition.

The seat mounting has to comply with FIA seat homologations.

In order to prevent injuries resulting from whip-stroke syndrome or bouncing back, as well as from inmates hitting their heads at the over-roll cage, all seats have to have headrests. Racing seats with integrated headrests are also allowed. Headrests on all seats that are not racing seats have to have a minimum area of 230 square centimeters and must be wrapped with an inelastic fabric of a minimum thickness of 1.6 cm. The headrests should be made to resist backstroke powers of 900 Nm. Additionally, the headrests have to prevent the inmates' helmets from moving backwards over the headrests. The headrests' wrapping should abut the helmet closely when the driver is in a seated position. And should not be mounted beneath hard material.

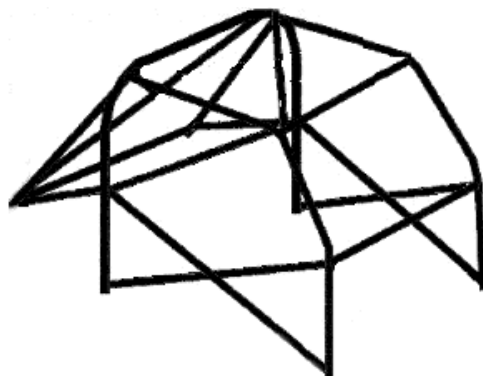
### **Rollover Cage:**

IDS-PRO series vehicles have to have a mounted rollover cage. Vehicles of the IDS-Street series can have amounting over-roll cage. In following, certain instructions and information concerning the cage are given. Commercially available cages with FIA-license are permitted and may divert from the following declarations.

### **Fundamental Design:**

The core use of a rollover cage is in the saving the vehicle inmates during a rollover or accident with another vehicle or static physical barrier. The construction has to warrant stability and safety.

The anterior construction of the rollover cage and those parts of its main construction, which could be touched by vehicle inmates' helmets in a normal seating position with seatbelts fastened, have to be wrapped with collision absorbing fabrics (minimum material strength of 8mm).



**Image 3: Example of a rollover cage design**

**General Manner of Construction:**

All rollover cages have to be made of a main construction that has been produced out of one piece. The tubes have to be bent and must not show any wrinkles or other points of weaknesses. The radius of the bends, measured in the middle of the tubes, must not exceed the triple diameter of the tubes.

The weld seams have to comply with the DIN norm EN ISO 9692-1. The seams have to be around the tube in one piece. All seams will be controlled and authorized visually if they fulfill the following criteria:

- The weld seams have no cracks or ruptures
- A complete fusion of the welded tubes
- All craters, holes and notches have to be filled up with the weld seam
- Too thin weld seams must not be deeper than 1.5 mm

**Materials:**

At best, the rollover cage should be made of seamless forged steel tubes, corresponding to the norms SAE 1020 or SAE 1025, or DIN EN 10083-2. For other alloys, please contact the IDS. The IDS is the ruling body over which producers of alloys are allowed for rollover cages.

**Tube Measurements:**

The rollover cage tubes have to have a diameter of at least 28.1 mm and a wall thickness of at least 2.4 mm. The tolerance for the wall thickness is at .25 mm. For diverging diameters, the same stability has to be ensured even if the wall thickness is different.

**Main cross member:**

The cross member behind the driver has to occupy the entire width of the vehicle. It has to be as close as possible to the roof and may show at most four bends with a total angle of  $180^\circ \pm 10^\circ$ .

The main cross member of the rollover cage has to be mounted to the car bottom of the vehicle and in the case of a race construction of the vehicle be attached to the frame. The tubes have to be reinforced with a complement part at the joints.

The main cross member has to be connected with a diagonal brace in order to prevent the construction from losing its shape. The amount of diagonal braces within the rollover cage is unlimited.

The main cross member has to be connected with the diagonal brace behind the driver by means of a horizontal tube. This tube must not be higher than the shoulders of the driver and has to be carried on from the diagonal brace to the main cross member on the passenger side of the vehicle.

**Front and side braces:**

The front and side braces, as well as all other connecting elements have to start out from the bottom of the vehicle.

There are a number of authorized variations:

- Side brace construction: side braces are one-piece connection between the bottom of the vehicle and the main cross member. When side braces are used, they have to be directly connected to a one-piece

horizontal tube located above the windshield, which may show at most four bows with a total angle of  $90^\circ \pm 10^\circ$ .

- Front brace construction: front braces, which are connected to the bottom of the vehicle at both sides, have to be placed preferably close along the A- pillar of the vehicle. They have to be connected to a horizontal tube in one piece with a maximum of four bends having a total angle of  $180^\circ \pm 10^\circ$ , which is mounted to the main cross member above the doors.
- Ring construction: an upper ring, which, springing from the main cross member, follows the roof edge in one piece along the doors and windshield. A ring has to be mounted to the bottom of the vehicle with supporting tubes and may have at most four bends and a total angle of  $180^\circ \pm 10^\circ$ . The supporting tubes should be placed preferably close along the A- pillar of the vehicle.

The anterior side of the supporting braces can be put through the dashboard, including the anterior part of the doors in case they are an extension of the dashboard.

For all constructions, a knee support is advised, which connects the anterior parts of the rollover cage.

### Rear braces:

The main construction has to be connected to the frame and chassis of the vehicle. These two connections have to be mounted to the main construction as far up as possible. A maximum gap of 10 cm between the braces and the highest point of the main construction must not be exceeded. A minimum angle of  $30^\circ$  has to be displayed. Bends are prohibited. For vehicles whose rear window or whose rear partition wall forbid the mounting of these braces, plates have to be used to connect the main construction with the chassis. The plates have to be welded to the main construction and riveted to the fixture of the shoulder belts.

### Riveted rollover cages:

Riveted rollover cages are prohibited.

### Additional reinforcements:

Additional reinforcements are authorized.

### Side protection:

All vehicles have to have at least one (1) brace in the front door region, but it is recommended to build in at least two. The door braces can be placed parallel or in the form of an "X". The teams may additionally mount a second side protection, which proceeds parallel to the inner protection on the outside sheet of the door. The inner door paneling and all other interior parts of the door may be removed.

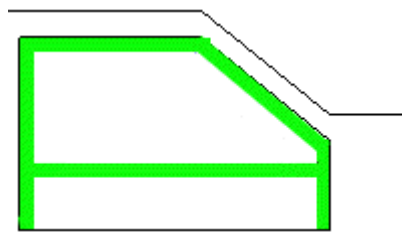
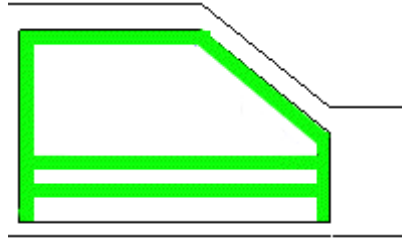
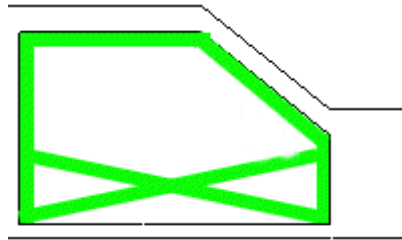


Image 4: Permitted ordinary horizontal brace



**Image 5: Permitted double horizontal braces**



**Image 6: Permitted crossed braces**

### **Window Protection:**

The anterior windows have to be equipped with either a window net, the clear original glass or a substitute made of lexane or other polycarbonates. All vehicles without a roof, convertibles for instance, have to have a protection device for the arms instead of window nets or windows. Instead of using the required window nets or windows, the vehicle inmates can also apply protection mechanism for the arms.

For vehicles without window protection, the windows have to be kept close during the event. During events held in very hot weather, the race executives can allow the drivers to open their windows.

### **4.1.2 Vehicles**

The vehicles have to be undamaged, clean, and prepared for the competition. Vehicles with street legal are permitted, but have to comply with the safety regulations.

Suspension adjunct parts, front and rear panels, side sills and wings are not permitted. All suspension parts that are not originally from the producer or are used as substitute of the original piece have to be authorized by the technical engineer of the IDS.

The car's noise level may not exceed 90dB or the noise limit given by the track executive.

The design of the fueling system is free. Safety tanks are advised.

The (safety) tank has to be mounted using a permanently fireproof steel or aluminum wall.

Every (safety) tank has to have an overflow valve, which prevents overflow of gas in the case of a rollover.

The engine has to be separated from the driver by a closed fire protection wall.

The usage, removal or decommissioning of electrical aids, like traction control, stabilization control, ABS and airbags during the competition is up to the driver.

**Emergency-off battery:**

An emergency-off switch in the inmate space has to be easily reachable by the driver and recognizably marked with the standard FIA flash symbol, "OFF", "ELECTRICAL CUTOFF", or "EMERGENCY OFF". Additionally, a red emergency-off switch has to be mounted to the outside of the vehicle, on the driver's side (left in direction of travel) next to the windshield. It has to be easily recognizable showing the red blue standard FIA flash.

The annexations of the switches and perhaps the relays have to be sufficiently isolated.

The emergency off switch has to switch off the entire electrical power with exception from the optional electrically run fire-extinguishing system.

The battery has to be mounted securely to the vehicle and the positive pole has to entirely isolated in order to prevent contact to the metal parts. Batteries have to be mounted to their original place in the vehicle. If the battery is mounted in the inmate room, it has to be placed into an airtight box that is firmly connected to the chassis in order to prevent a spilling of liquids. Dry batteries are excluded from this rule.

**Fire extinguishing:**

All vehicles have to be equipped with at least one fire extinguisher (2 kg) in the inmate space. The fire extinguisher is to be placed in a way that it is easily reachable by the driver in a sitting position. The attachment of the fire extinguisher has to be mounted to the vehicle using a quick-release mechanism.

The fire extinguisher has to comply with the current regulations and the inspection certificate or refilling certificate must not be expired.

The extinguisher trigger has to be made of metal.

Allowed dissolvent are: Halon 1211, halon 1301, underwriters laboratory 10BC classified potassium bicarbonate, underwriters laboratory 1A10BC ammonium phosphate, barium sulfate, monnex, AFFF-foam, or zero 2000/Zero 360 powder.

Each driver is advised to use on-board fire extinguishing systems. The on-board fire extinguishers have to comply with the FIA technical list 16 or the specification given in 17.1.

On-board fire extinguishers have to have at least one (1) nozzle directed to the engine and one nozzle in the inmate cabin. Another nozzle is preferred at the fuel tank, as long as the fuel tank is not used.

**Tires:**

Tires have to be freely purchasable throughout Europe and are not necessarily marked with the "E" sign. The front tires have to comply with the regulations induced by the German street legal. Race tires or slicks are prohibited. Semi-slicks with street legal are permitted on the front axle. IDS reserves the right to issue a restriction against the permitted tire types and dimensions.

Every attempt to manipulate tires is strictly prohibited. Cutting or grinding of profiles is prohibited.

The use of bonding substances or other substances that change the physical characteristics of the tires, is prohibited. The same accounts for "water systems", that can be removed from the tire during competition.

Tire warmers or other devices that change the temperature of the tire artificially, are prohibited.

**Towing Device:**

All vehicles have to have at least one (1) towing device in the front and rear with a hole diameter of 50mm.

The towing device has to withstand forces of about 2250 kg, which occur when the vehicle is towed from areas off the racetrack, e.g. gravel bed.

Towing devices may only be used for the purpose of towing. Other parts, e.g. wings, suspension parts, or tires are not permitted for towing. Towing devices have to be easily reachable even when the vehicle is in the gravel bed without having to remove or manipulate suspension parts.

Towing devices have to be set apart visually by use of color.

Towing devices have to be marked with a clearly visible arrow in a color contrasting the vehicle. The arrow can be painted or glued to the vehicle.

## **4.2 PRO-Search**

Arranged before the actual start of the season the IDS is able to hold the so-called PRO-Search. This is not mandatory required. This event corresponds to a qualifying event for drivers who want to start driving in the PRO-Class. Drivers who qualified by finishing the previous season in the top ranks have to register for the PRO-Series as well. All other drivers must qualify by finishing successfully in the PRO-Search in order to be entitled to participate in the PRO-Series.

The 16 best ranked drivers of the previous season automatically qualify for participation in the following season. For the 2009 season, the organization reserves the right to introduce a special provision (see appendix B).

It is possible to carry out multiple PRO-Search events in one season. Thus it is possible to enter into the PRO-Series in the course of the season.

Vehicles participating in PRO-Search do not have to comply with the regulations for race vehicles and therefore do not need to comply with the safety and technical requirements (see according chapters in this regulations). Nonetheless a technical examination by qualified staff will be offered at the PRO-Search in order to allow for feedback on missing requirements or illegal parts or to receive the certificate for the PRO-Series. At the PRO-Search two (2) but not more than two (2) drives may share a car.

The criteria for the PRO-Search are corresponding to the criteria in the Street series. It is possible to hold the PRO-Search together with a race in the Street series simultaneously. Both series' are assessed separately.

## **4.3 Participation and Registration**

The participation or rather naming for the drift season or individual events are given in annex G. Part of the contract is the calendar of events / calendar with the beginning of the first race run.

For the drivers of foreign drift series there is the possibility of participating at the invitation of the organisation. IDS reserves the right to require accordant licensing of foreign drivers. (participation in the PRO-Search).

### **4.3.1 Double Starters**

Only one (1) driver per car and only one (1) car per driver is permitted. Two (2) drivers per car are permitted at the PRO-Search only.

## **4.4 Assessment Criteria**

The assessment of the PRO-Series is divided between qualifying and finale. If the finale cannot be held for whatever reasons, the results of the qualification runs count as main criteria for assessing the final result.

### 4.4.1 Qualifying

The assessment criteria of the PRO-Series for qualifying are defined according to the regulations of the Street series (see ch. 3.3). The possibility is given that PRO-Search and a Street series run are arranged simultaneously and run together. The assessment, however, is done separately.

### 4.4.2 Finale

The top 16 drivers of the qualifying round qualify for the finale. Participation in the finale requires a separate re-registration in the qualifying list with the chief of race/organization until at least one (1) hour after the announcement of the single results from qualifying.

If qualified driver do not re-register or sign up in the qualification list for whatever reasons, their claim for participation in the finale expires and those drivers placed behind the top 16 move up in the ranking. They will then get the possibility to sign up in the qualifying list and thereby participate in the finale. The drivers ranked behind move up the qualification list accordingly. The driver that has moved up in the ranking has to sign up at the end of the qualifying list.

In the finale, a KO-system is applied. In the first round (last 16 round), each best- and worst-ranked driver compete against each other, which means that the following pairs in the following order are to be competing in the last sixteen:

	Rank x against Rank y (x:y)
Run 1	01:16
Run 2	02:15
Run 3	03:14
Run 4	04:13
Run 5	05:12
Run 6	06:11
Run 7	07:10
Run 8	08:09

When matching the couples, it has to be considered that the driver with the better ranking is placed so that he enters the first corner from the outside. The pairs complete two runs in which they switch sides and one preliminary practice run. The practice run can be neglected due to time constraints. The race executives make the decision on that. After the first run, the drivers switch sides and immediately complete their run.

If a couple cannot be started due to technical defects at a driver's vehicle, the couple can be moved down in the starting order or the run can be completed at a later point in time. However, the race executives have to give their approval and the further completion of the schedule has to provide sufficient time to have the run. The driver in question has the right to repair his technical defect and return to the competition.

Especially if a damage of tires is the case, the driver is allowed to fix the damage immediately without having to move down in the starting order. The competition will be paused until the tire damage is entirely repaired. The race executives, however, have the right to force the couple into starting at a later position in the order if they see the schedule of the whole run being endangered.

If a technical defect occurs during the run (TwinBattle), the drivers have no possibility of fixing the defect. The winning competitor will automatically be the party that was not disadvantaged by the technical defect. Exceptions can be made in the case of defects mentioned above, which can also be fixed during the TwinBattle.

The winners of the first round of the KO-system may continue the competition. The losers receive their placement according to the qualifying list.

The process of the TwinBattle is executed as follows and under the following criteria:

After the signal of the pre-starter both drivers of the pair have to exhilarate in a way that they both reach the beginning of the starting section simultaneously. Within the starting section, the leader (the driver ranked higher after the qualification round) has to take the lead and the chaser (driver ranked worse after qualifying) has to stay behind the leader. Wrong behaviour in the start maneuver leads to deduction of points.

The TwinBattle begins at the end of the starting section. As of that moment, the leader is free in the choice of speed, drift line, and the triggering moment of the first drift. He must not hinder the chaser (braking, changing of lanes etc.). Hindering the other party leads to a deduction of points.

The leader has to act in accordance with the regulations given in the briefing by the race executives. Hindering the chaser during the drift phase will lead to a deduction of points.

It is the chaser's task to copy the leader's drift or to even execute the drift in a better way. He is also required to reduce the distance to the leader without actually endangering him. If the leader leaves the ideal drift line or make a mistake, the chaser may overtake the leader in the drift. Overtaking the leader in the drift will result earn the chaser the full points. Overtaking without drifting does not result in the full assessment of points.

Collisions, contact or conscious bumping into the competitor is punished with 0 points for the driver committing the collision. Depending on the outreach of the breaking of rules, the jury can decide about the impact of a sanction. A disqualification of the driver is up to the jury.

Slight contact without disadvantaging the participants is allowed but not necessary and should be refrained from. Avoidance will result in more points.

360° spins account for 0 points in the ranking.

Reckless or dangerous driving leads to disqualification.

The jury does the assessment of points in the TwinBattle. A maximum of 10 points is to be distributed between both drivers. Same performance leads to equal distribution of points (5:5). Better performance is indicated depending on its quality (6:4, 7:3, 8:2, or 9:1).

If there is equality of points after the second run, the entire round is repeated, which also consists of two runs without practice run. After a third repetition, the jury decides about the winner.

Certain circumstances require the finale to be held between the best 32 drivers. If possible, the information will already be given at registration.

## 4.5 Assessment of Points

For the championships ranking, the top 16 drivers receive the following amounts of points:

Rank	Points	Difference to next competitor
Platz 1	20	2
Platz 2	18	2
Platz 3	16	2

Platz 4	14	1
Platz 5	13	1
Platz 6	12	1
Platz 7	11	1
Platz 8	10	1
Platz 9	9	1
Platz 10	8	1
Platz 11	7	1
Platz 12	6	1
Platz 13	5	1
Platz 14	4	1
Platz 15	3	1
Platz 16	2	

A participant that has qualified for the finale but cannot take part in it for whatever reason and therefore does not re-register in the qualifying list, is still receiving one point.

Guest starters, who have been invited by the organisation to participate, but not to drive the series completely, can participate in the twin battle but without getting any points. The received points of the guest starter will be handed-over the next placed participations.

If for whatever reason a final cannot take place the qualifying result becomes the final result. In such a case only half the points are rewarded.

At the end of season, the total sum of all points collected in the single events amounts for the total ranking. Only the drivers for the overall standings are taken into account who took part at the end of the season, at least more than 50% of the total number of events. The retiring drivers keep their points, but are removed from the overall standings and are listed separately. In a tie, the number of the next better positions over the full year decides.

#### 4.5.1 Special points

For events with participation by drivers of foreign series (“external drivers”) extra points will be awarded for the overall standings of the IDS. A minimum of 8 “external drivers” has to participate. According to this placement in the daily standings the IDS driver receives extra points in the following table:

Placement in day-appreciation	Extra points for IDS appreciation
place 1-4	5
place 5-8	3
place 9-12	2
place 13-16	1

Background: The IDS driver is characterized by an international quality and to be rewarded for the good placement with the participation of external drivers. This brings out the international orientation of IDS. The overall winner will be elected to be the official “IDS PRO Champion” or “IDS PRO Drift Champion”. The overall winner has the right to use the above title for self-promotion.

#### ***4.6 Placing Plan***

The gluing plan in the general regulations is to be complied with. If the organization decides to abandon parts of the wrapping or the entire wrapping, this will be announced in the invitation.

#### ***4.7 Public Appearances***

IDS-PRO series drivers will be displayed in public media. This is why PRO drivers have to ensure that they and their vehicles are available for public appearances organized by the IDS at all times. The IDS informs the drivers about such appearances timely so that drivers can reserve the date.

## **Anhang A: General and Technical safety check**

1. Before a vehicle can enter the racetrack for the first time, it has to be examined at least at the annual safety check for compliance with the regulations. This and further examinations can have different dimensions. But the vehicles have to comply with the IDS regulations at all times in order to be registered at an event.
2. A certificate or sticker marks vehicles that have a participation permit.
3. It is the team's task to make sure that the vehicle always is under conditions complying with the regulations.
4. All vehicles that have been involved in an accident or that have been modified after a technical examination, have to be submitted for a second technical examination.

## Anhang B: Safety Belts and Belt Systems

- All vehicle inmates have to wear seatbelts and hold-back that comply with the regulations at all times. See image 7-10.
- The technical executive examines the belts and can remove the producer certification after accidents or damage. The owner can renew the belts or send them to the producer for re-certification.
- The belt system has to be made of 75mm wide safety and shoulder belts. Shoulder belts may be 50mm wide when they are supported by 75mm wide shoulder puffs. The bottom belts have to be 50mm wide and firmly connected to the vehicle or connected to the pelvis belt. (5-point belts require a connection to the vehicle!). The bottom belts can either be attached to the central closing or the shoulder belts (see image 11).
- All belts should be new or in perfect condition. The central closing and the tongues have to be made of metal. The belts are made of nylon or polyester. Damaged belts are prohibited.
- The shoulder belts have to be led separately, a Y-Variant is prohibited.
- If possible, the seat belts should be attached to the rollover cage or the chassis.
- The seatbelts either have to be homologized by the FIA and may not be expired. It is advised to switch seat belts three years after purchase. Belts can also be certified by SFI 16.1 and have to be switched and recertified every two years.
- The shoulder belts have to be mounted as close as possible behind the seat. The distance should not be higher than 300mm. Shoulder belts should run horizontally or in a maximum angle of 20° to the back (see image C-1 and C-2). Bottom belts should run in a 20° angle to the back. Mountings vertically to the bottom area until about 20° are not permitted. (see image 7-9).
- Pelvis belts should be as short as possible. The distance between the mounting points should not be bigger than the width of the pelvis of the driver or the outer width of the race seat. The pelvis belt has to run in a way that is located firmly below pelvis and thighs. In an upright sitting position, the pelvis belt should be mounted in a 60° angle running backwards. In a more lying position, an angle of 70-80° is advised. (see image 7).
- Race belts may not be mounted to the seats, or the integrated head rests without having a belt running through (see image 10).

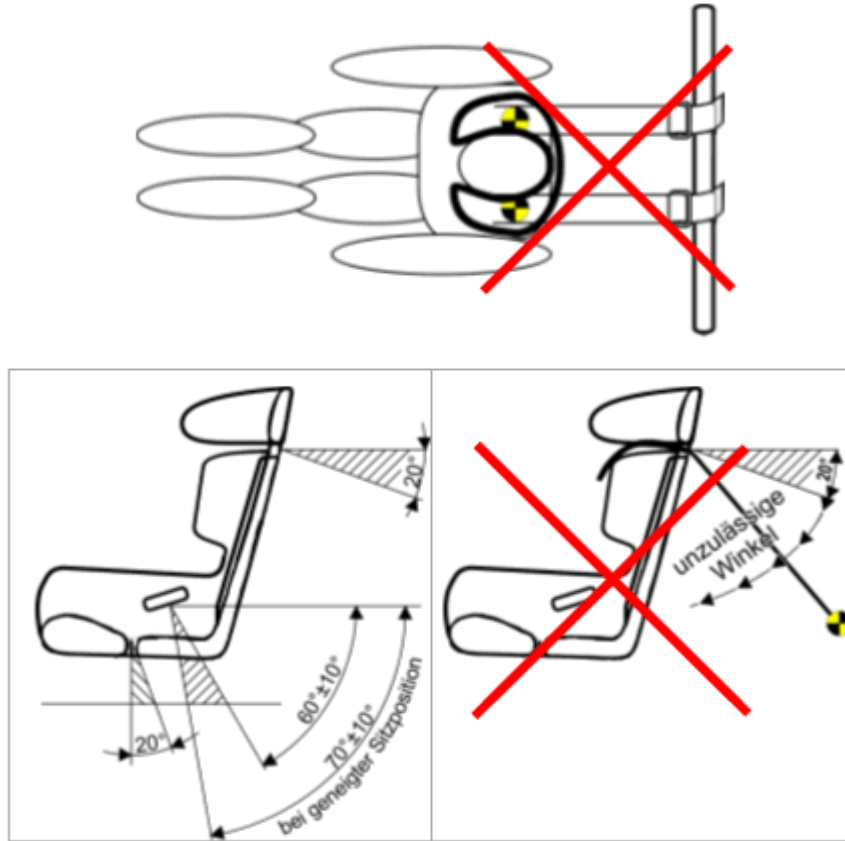


Image 7

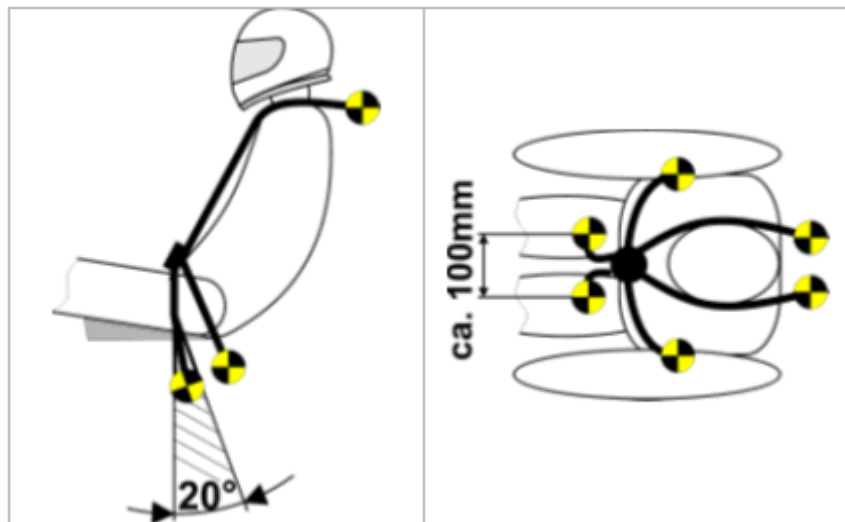


Image 8

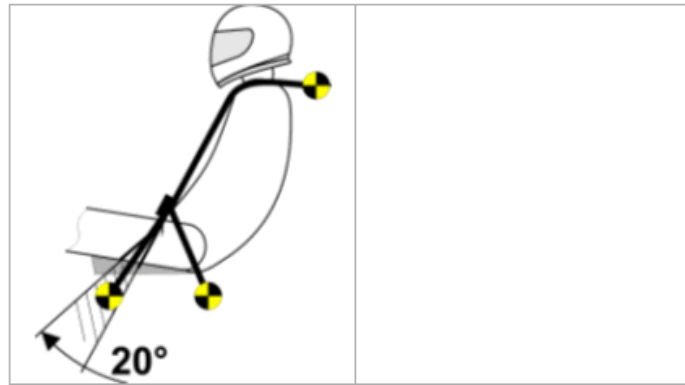


Image 9



Image 10

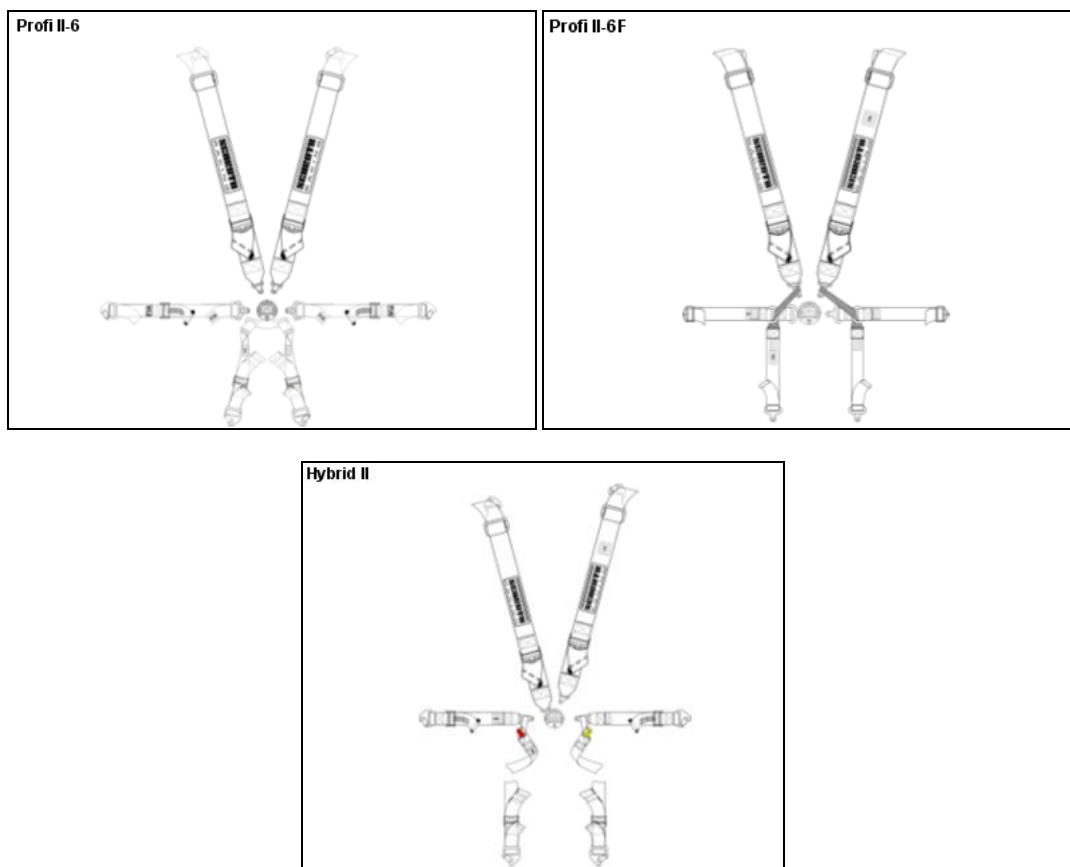
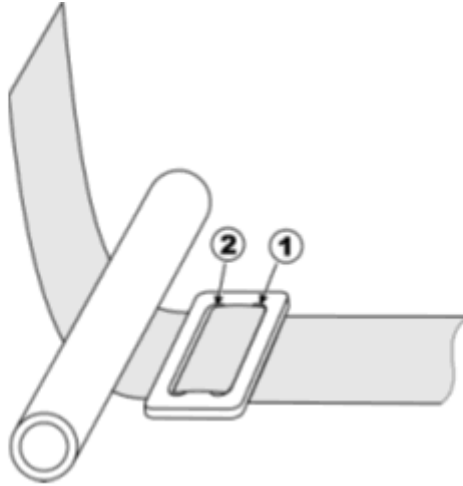


Image 11

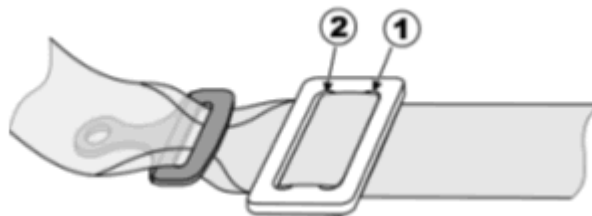
## Anhang C: Belt Mounting

Steps:

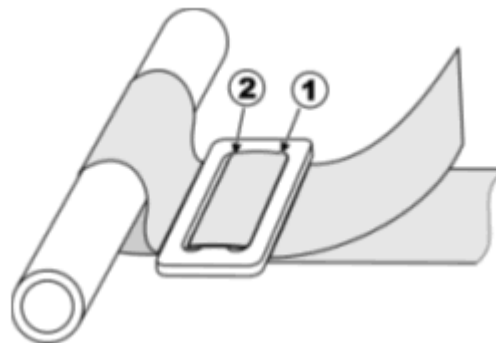
1. Insert the belt through the gap as shown in image.



2. Pull the end of the belt through the gap until there is enough length left for the following installation steps. A minimum length of about 360-400mm is advised.
3. The 3-brace device should be as close as possible to the cage tube or the mounting.
4. Wrap the belt end around the cage tube from below or through the belt gap of the mounting.
5. If a 75mm belt with amounting of 50mm is used, fold the belt in a way as is displayed below.

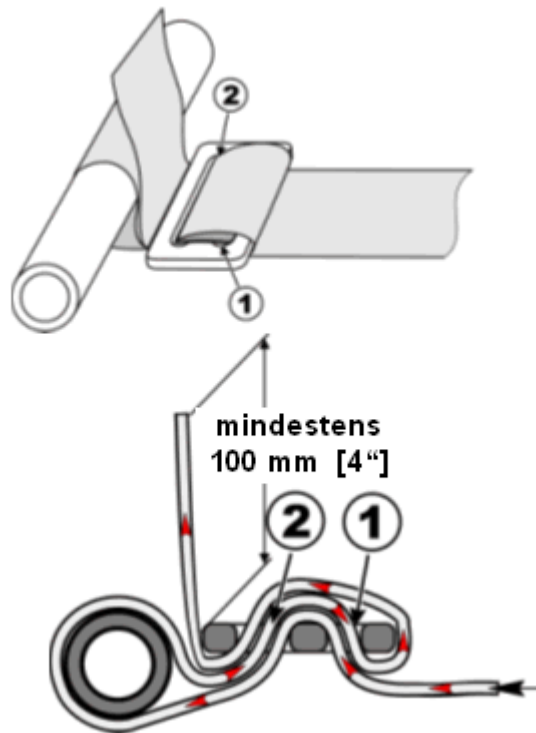


6. Pull the belt end through the gap 2 and 1.



7. Tilts the belt ends back and insert it again through gap 2.

8. Make sure that the total belt end shows at least 100mm after the belt gap. If the end is less than 100mm, please demount the installation again and begin anew. If the belt end is longer than 100mm, please roll it and attach it to the shoulder belt with a plastic tie.



9. Check for the right position of the shoulder belt adjustment and that the 3-brace device is as close to the cage tube as possible.

## **Anhang D: Authorized Vehicles**

Subject to change.

## **Anhang E: Authorized tires and wheels**

Subject to change.

## **Anhang F: Data monitoring System**

Subject to change.

## Anhang G: Registration Conditions and Prices

### PRO-Class:

The message for the PRO-Class will be a year reporting for the entire season 2011. For registration / notification for the season 2011 a registration fee of 600,- €, inclusive legal VAT has to be paid. By paying the registration fee, the driver receives an ID card with photograph, which marks and acknowledges him as a PRO-driver. The fee for each event is an additional 150,- € / event, inclusive legal VAT except for the DTM-event on 6<sup>th</sup> / 7<sup>th</sup> August 2011 (250,- € inclusive legal VAT.)

Based on the previous seasons the entry fee could be kept constantly. The following table shows the entry fee based on the existing drift time (single- and multi-day events are accounted). It was also assumed that 7 events take place.

2009	2010	2011
€ 89,25	€ 100,00	€ 102,94

Reports to training institutions are exempted from this rule and will be advertised and calculated separately.

Guest drivers can participate on invitation of the organisation at the PRO-Class. The entry fee is separately awarded and calculated for each event.

The participant is authorized not to participate in an event without paying the registration fee. The participant should also not participate in other events, anyway he has to pay the event-related entry fee.

Insurance is included in the registration fee. The conditions of insurance can be requested from the organizer. The terms and conditions of the organizer apply.

For a successfully registration to participate in the 2011 season the participants have to complete a registration form and submit signed. The registration fee is due to the receipt of the registration form and is to be transferred to the well-known bank.

The registration form will be timely provided on the site [www.driftsports.de](http://www.driftsports.de). In order to successfully registration to participate in an event, the registration fee with registration on the web shop at the site [www.driftsports.de](http://www.driftsports.de) has to be paid.

### STREET-Class:

To participate in the Street-Class an event-specific entry fee has to be paid. At the moment the entry fee is graded at the moment according to the following table. Any exceptions are reserved. The prices of the particular event-specific calling:

Date	Venue	Starting Fee, incl. VAT
01st May 2011	Nürburgring, Müllenbach	200,- €
14th/15th May 2011	Hockenheimring, Fahrerlager	250,- €
01st-03rd. July 2011	Sosnova (CZ)	200,- €

29th-31th July 2011	Eurospeedway Lausitz	300,- €
06th/07th August 2011	DTM-Nürburgring, Müllenbach	350,- €
16th-18th September 2011	Monza, Fahrerlager	200,- €
30th September- 2th October 2011	Finale, Nürburgring Müllenbach	250,- €

Reports to training events are exempted from this rule and will be advertised and calculated separately.

Insurance is included in the registration fee. The conditions of insurance can be requested from the organizer. The terms and conditions of the organizer apply.

In order to a successfully registration to participate in an event, the appropriate registration fee with registration on the web shop at the site [www.driftsports.de](http://www.driftsports.de) has to be paid.

#### **Packet rates:**

Due to a lack of demand and because of the administrative expense there will be no package rate offered in the 2011 season.

## Anhang H: Award

For the overall rankings of the PRO-Class the organizer is distributed for a total premium amounting 6.000, - €. The overall winner receives 3.000, - €, second place 2.000, - € and the third place 1.000, - €. Cash prizes are awarded in addition to availability.

In case of a reduction of the event number, the amount of the total premium will be reduced correspondingly.

There is no bonus provided for the Street-Class.

## **Anhang I: Copyright and Legal Disclaimer**

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