



IDS

IRISH DRIFT

S E R I E S

EST:2020

**2020 DRIVER & VEHICLE
REGULATIONS**

INTRODUCTION

I would like to thank you all for your patience and support in 2020. It hasn't been an easy road putting a championship together during COVID-19 and we have still got a lot of big challenges ahead. The good news is, I can now confirm that we will have an Irish Drift Series in 2020. It will be very different to what was originally planned, and it may not suit everybody, but it means Irish competitive drifting can continue to survive and entertain against all odds.

I think we will all have to accept that any series held in 2020 will be very different than any year previous, or any planned in the future. Taking into account the many health restrictions now placed on public events, the lack of public ticket sales and the ongoing financial struggles of many regular competitors, we have had to make decisions based on what is possible, not what is ideal. While our proposed format for the 2020 IDS will be a 'one-off' for 2020, it doesn't mean we can't smash it out of the park in terms of on-track competition and online entertainment value.

SO WHAT CAN YOU EXPECT FROM THE IRISH DRIFT SERIES AND COVID-19 IN 2020?

- The 2020 Irish Drift Series will host 3 one-day events in 2020
- The 3 events will take place on 3 alternate layouts in Mondello Park
- 70 drivers will compete in one single class at each event
- Each event will run a practice/qualifying/Top 32 format
- The use of performance/semi-slick tyres is not allowed
- Virtual briefings will take place before each event
- Online sign-on will take place before each event
- Drivers must arrive, compete and leave on the same day
- Pit areas will be spaced for social distancing
- Drivers must wear a full face helmet/balaclava to communicate to track marshals
- No interaction with other teams throughout the event (5 minute rules etc.)
- Each driver can only have 2 pre-approved essential crew with them
- No family members, kids, partners can attend with a driver
- Each driver must bring their own food/supplies etc. for the day
- Tyre van is available under new restrictions

COVID-19 GUIDELINES

The COVID-19 pandemic and the guidelines that follow it from both the NPHET and WHO are ever changing. At this moment in time, social distancing is set at 2 metres and caution must be taken in regards to hand hygiene and cross contamination at all times. If the pandemic continues on the downward trend of cases and infection and safety precautions begin to relax, this may follow through for the Irish Drift Series.

Before each round, every driver will be sent via email, a driver information pack that will outline the COVID-19 guidelines for that specific round and ALL drivers and crew must adhere to these guidelines at all times. The world is an ever changing place and as the pandemic moves, the IDS will move with it. At time of writing, it is impossible to know the guidelines that will be set in place come August, September & October 2020 but we are monitoring the situation closely and will have all necessary safety measurements in place for each event.

IDS 2020 COMPETITION CALENDAR

Say hello to the revamped Irish Drift Series calendar. A raw, back to basics drift championship that puts the emphasis on both the driver and the action on the track to nurture, strengthen and push Irish drifting to another level during these unprecedented times..

PRACTICE DAY & SCRUTINY - MONDELLO PARK | AUGUST 3

It's time to blow off the cobwebs and shake down the lockdown as we run all 3 layouts of the 2020 Irish Drift Series in one day on the bank holiday Monday, August 3rd. Looking to make your mark on the Irish Drift Series, here is where you get your seat time!

ROUND 1 - MONDELLO PARK | AUGUST 22

Saturday - Practice, Qualifying, Top 32

Round 1 of the 2020 IDS kicks off to the home of Irish motorsport, Mondello Park. Wheel to wheel, door to door, two drivers will enter the SHOWDOWN arena but only one can leave victorious on August 22nd, but what else could we possibly have up our sleeve for this summer slam?

ROUND 2 - MONDELLO PARK | SEPTEMBER 18

Friday - Practice, Qualifying, Top 32

DMEC vs IDS for one weekend only! Who's ready for a weekend of mayhem as the Drift Masters European Championship is ready to bring the carnage as 50 of Europe's best drivers, representing over 20 nations are ready and waiting to make their mark on 2020 Drift Masters European Championship in Mondello Park!

ROUND 3 - MONDELLO PARK | OCTOBER 10

Saturday - Practice, Qualifying, Top 32

The grand finale of the first ever Irish Drift Series is here and takes place in Mondello Park on Saturday October 10th! Over 70 drivers have come but only one can conquer the 2020 IDS, who will it be?!

COMPETITION ENTRY SYSTEM

DRIVER ENTRY

The 2020 Irish Drift Series is now at full capacity and are not accepting any new applicants. If you are interested in competing in 2021, information on the application process will be revealed in late 2020/early 2021.

VEHICLE AND DRIVER REGULATIONS

INTRODUCTION

The following rules are mandatory for all Irish Drift Series events and demonstrations. Driver, public and marshal safety is of the utmost importance to the Irish Drift Series.

DISCLAIMER

The IDS reserves the right to update or amend these rules and regulations at any time.

Last Updated: 09/06/2020

TECHNICAL INSPECTION

Technical inspection will take place at each IDS competitive or non-competitive event and all drivers and vehicles must attend. All competition vehicles must pass technical inspection in order to compete (or perform a display) at an IDS event. Any competition vehicle failing to comply with these rules and regulations will be excluded.

The time and location of technical inspection will be communicated to each driver in the driver information pack prior to each event. It is the responsibility of each driver to ensure they are on time for technical inspection and that they have undergone technical inspection prior to attempting to enter the staging area, grid area or competition course. Any driver failing to undergo technical inspection prior to entering the staging area, grid area or competition course will be excluded from competition until they have successfully undergone technical inspection.

The appointed IDS technical inspector reserves the right to reject any competition vehicle which does not meet IDS safety standards. Reasons for the failure of technical inspection will be given to the competitor concerned only.

Upon failing technical inspection, a competitor will be allowed to make necessary adjustments and present the vehicle for re-inspection.

All competition vehicles must display a valid technical inspection decal. This decal should be clearly displayed on the top door bar of the roll cage on the driver side of the competition vehicle. Failure to display this decal will result in the vehicle being excluded from competition. Each technical inspection decal is specific to the vehicle it has been allocated to. Transfer of or tampering with technical inspection decals is not permitted under any circumstance and may lead to the driver in question being ejected from the competition.

The IDS technical inspector works independently from the IDS and is solely authorised to approve/reject competition vehicles at each event. Their decision is final.

In the event of a collision/incident the IDS technical inspector must review a vehicle and decide on its eligibility to continue. Their decision is final and cannot be overturned.

ELIGIBLE VEHICLES

Eligible models must be considered a “production vehicle”.

Eligible body styles include: coupe, saloons, convertible, wagon and “ute” style.

Vehicles must maintain the original OEM steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points. (section replacement for rust repair only)

Vehicles that do not meet the above eligibility criteria must petition for prior approval from the IDS. Exceptions may only be granted before the 2020 season, not during an event weekend.

PARTICIPANT OBLIGATIONS

Participants must take whatever steps requested by an IDS Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment. This obligation includes, but is not limited to, installing inspection holes, inspections ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like.

The IDS is not responsible for payment, reimbursement, damage or loss to the participant as a result of such inspections.

VEHICLE DAMAGE

If a vehicle sustains damage during an event or throughout the season due to an accident or other incident, the official IDS technical inspector must inspect the vehicle and repairs before the vehicle can return to the race track.

TECHNICAL INSPECTORS DECISION IS FINAL

The IDS technical inspector operates independently of the IDS team. Their decision is final and cannot be affected by outside influence. If they deem a competition vehicle unsafe to compete, that vehicle will not re-enter competition.

2020 IRISH DRIFT SERIES TECHNICAL INSPECTORS

Technical inspector for the 2020 Irish Drift Series is:

Bryan Stone

For any questions in relation to the rules and regulations, please send an email to info@irishdriftseries.ie

VEHICLE SPECIFICATIONS

CHASSIS MODIFICATIONS

- A. The original chassis rails, from most forward suspension or sub frame mounting point to most rearward suspension or sub frame mounting point must remain original (OEM) and completely unmodified.
- B. FF/MR drive-train vehicles are not permitted to enter any IDS events.
- C. All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.
- D. Competition vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub-frame mounting points and most rearward suspension or sub-frame mounting points, as seen in Fig 1 + 2 (Front) Fig 3 + 4 (Rear). This includes floor pans, bulkheads and 'A', 'B' or 'C' pillars.

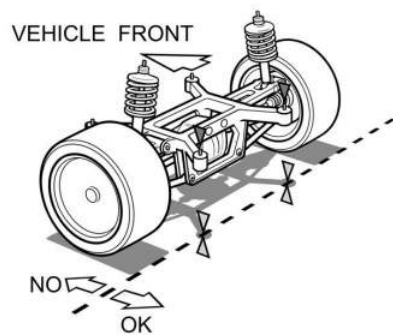


Figure 3

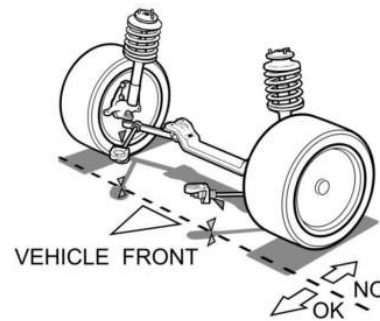


Figure 1

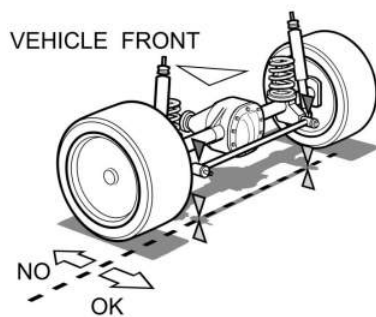


Figure 4

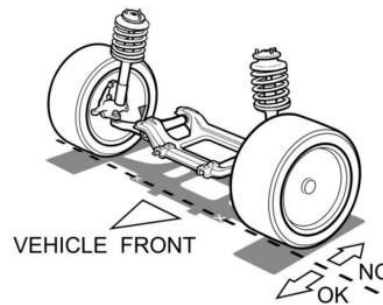


Figure 2

- E. Gearbox tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel or driveshaft tunnel.
- F. The vertical plain of the crankshaft (where the flywheel bolts to the crankshaft) may not pass the original (OEM) most rearward vertical plain of the bulkhead. The vertical plain of the crankshaft is measured on the engine fitted to the competition vehicle, not the OEM engine.
- G. *Tube-frame/space-frame chassis-type vehicles are not permitted in IDS competition.* Tube-frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points and rear of the most rearward suspension or sub frame mounting points, are made from a maximum 38x3mm mild steel, aluminium, or stainless tube and must be a minimum of at least 300mm inward from the front and rear of the competition vehicle to allow for an impact zone/bumper support bar as per point "I." below.
- H. Front and rear inner arch replacement is permitted. Wheel arch replacements must be covered by bodywork, i.e. overfender etc.

- I. Bumper support bars front and rear are permitted. They must attach directly to the chassis legs or inner wheel arch and be made from a maximum 25x2.5mm mild steel, aluminium, or stainless tube for the front while the rear may be up to 38x2.5mm made in a U shape from the rear chassis legs out and around the rear bumper.

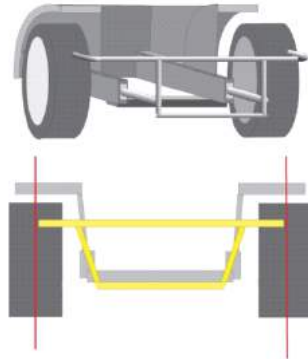


Fig 1.6. This image is to be used as a guide only.

- J. The OEM firewall between the cockpit and engine compartment must be intact to prevent the passage of fluid, flame
- K. or smoke from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size (e.g. the passage of controls and wires) and must be completely sealed.
- L. Unused holes must be welded or sealed.
- M. Seam welding the unibody is permitted.
- N. The original floor may also be modified to repair rust/damage.
- O. Other chassis types may be used with prior approval from the IDS team and will be judged on a case by case basis.

ROLL CAGE

- A. All roll cage structures must be designed in an attempt to protect the occupants from an impact from any angle (360 degrees).
- B. All competing cars must be equipped with a 6 point or better roll cage.
- C. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing.
- D. All main hoops regardless of material must be constructed from 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of 38x2.5mm or 42x2mm.
- E. A manufacturing tolerance of 1mm in tube diameter will be allowed, an inspection hole of 3-5mm must be drilled in a non-critical place on the main hoop for wall thickness verification.
- F. Joints must be notched and form fit properly, with no flat or crimped joints of any kind.
- G. There must be a continuous 360° weld around each joint in the entire roll cage structure and fusion must exist between weld metal and base metal.
- H. The main hoop must be one continuous length of tubing with maximum of four bends. A fifth bend may be added to the centre roof area only and must be no more than 15°. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible.
- I. Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. Any bars with more than three bends must be pre-approved by the IDS technical inspector. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's

compartment. They are to be connected together by a single horizontal tube across the top of the windscreen.

- J. Front legs that bend around the dashboard (dash-dodgers) are not permitted under any circumstance.
- K. FIA approved bolt in cages are NOT permitted from the start of the 2020 season. Any design outside of the parameters stated must be inspected and pre-approved by the IDS technical inspector.**
- L. Door impact protection bars are required on both driver and passenger side. Door bars must be at least 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of two parallel door bars with 2 small vertical tubes joining them, or alternatively an 'X' door bar. If a vehicle has 'X' door bars and continuous pieces (e.g. top and bottom as opposed to traditional 'X') front and rear gussets must be used and be of a satisfactory standard.
- M. Hoop rear stays: The main roll hoop must have two rear stays extending towards the rear of the vehicle and connect to the chassis rails, suspension turrets or wheel wells. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.
- N. Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² surface area, e.g. (5"x 4" plate/125mmx100mm).
- O. Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the IDS technical inspector.

SUSPENSION

- A. Original suspension mounting points may be moved one inch (25mm) from the OEM mounting point.

Exception to this rule:

The front suspension from certain makes/models may be converted to Nissan 'S' chassis front suspension. This conversion must be pre-approved by the IDS technical inspector prior to an event and the IDS technical inspector will assess the quality of the conversion at technical inspection.

FRONT

- A. All original suspension mounting points must be used, within the (1.0) rule. Therefore a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.
- B. Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the IDS technical inspector.
- C. Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be pre-approved by the IDS technical inspector.
- D. Aftermarket coil-over suspension is permitted.
- E. Front suspension turrets must remain in the OEM position in the chassis and may not be removed, replaced or relocated.
- F. The front top shock absorbers pivot may be moved to any position within the original pitch circle diameter (PCD) of the original front suspension top mount bolts.
- G. Aftermarket front tension rods are permitted. on aftermarket front tension rods are an exception to the (1.0) rule.
- H. Some old vehicles may add a front suspension mounting point for a compression strut or tension strut. This modification must be pre-approved by the IDS technical inspector.
- I. Anti roll bars and anti-roll bar mounts are free for modification.
- J. sub-frames/cross members are free for modification.
- K. Front sub-frames/cross members may be removed and replaced with bespoke items or suspension arms can be chassis mounted as long as they are within the (1.0) rule.

REAR

LIVE/SOLID AXLE VEHICLES

- A. Axles are free for modification and may be swapped from other vehicles.
- B. Axle link systems are free for modification and are exempt from the (1.0) rule but may not breach the (CHASSIS MODIFICATION "A") rule.
- C. The original floor may be modified to fit axle link boxes as long as they do not breach the (CHASSIS MODIFICATION "A") rule. The original floor may also be modified to repair rust/damage.
- D. Pan-hard rod and Watts linkage mounts are free for modification. Original Pan-hard rod mounts may be moved and are exempt from the (CHASSIS MODIFICATION "A") rule.
- E. Anti-roll bars and anti-roll bar mounts are free for modification.
- F. Sub-frames for independent rear suspension may be fitted to Live/Solid axle vehicles as long as mounting them does not breach the (CHASSIS MODIFICATION "A") rule.
- G. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION "A") rule.

INDEPENDENT REAR SUSPENSION VEHICLES

- A. Rear sub-frames are free for modification and may be swapped from other vehicles.
- B. Anti-roll bars and anti-roll bar mounts are free for modification.
- C. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION "A") rule.
- D. Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the IDS technical inspector.
- E. All suspension sub-frame mounting points must be used.
- F. A rear sub-frame and all its mounting points must be used on a vehicle originally fitted with a rear suspension sub-frame system.
- G. The vehicle's original floor may be modified to allow fitting of a rear sub frame.
- H. Sub frames may be modified to allow the fitting of a larger differential.

BRAKE SYSTEM

- A. The primary brake system must operate all 4 wheels.
- B. Brake systems may be biased front to rear, No brake bias may be used in a side to side configuration.
- C. Driver adjustable brake bias is allowed.
- D. Secondary hydraulic handbrake systems are allowed as a fully separate system or as a pass through system. Secondary brake system/Handbrake must only operate the rear wheels.

WHEELS

- A. Attaching tyres to rims with, for e.g. beadlocks, wheel screws etc. is prohibited.
- B. The space between the rim and the internal portion of the tyre must be filled only with air. Use of inner tubes, tyre balls, Mousse, tubeless systems, and tyre pressure relief valves are not allowed.
- C. All wheel nuts must be accounted for at all stages of competition. No aluminium wheel nuts/studs allowed. Wheel nuts must have a minimum of 5 turns to the stud.

ENGINE

- A. Engine substitutions and modifications are free, but may only run on petrol, diesel and race fuel. All other fuels require pre approval from the IDS technical inspector.
- B. All fluid systems must be free of leaks.

COOLING SYSTEM

- C. Coolings systems and radiator setups are free but must be fully closed and free of leaks.
- D. Rear mounted radiators are allowed but must be outside the confinements of the drivers compartment, separated with a fully sealed firewall.
- E. If cooling system line are routed within the drivers compartment they must be one continuous line and free of joiners between each firewall.

OIL SYSTEM

- A. Oil systems modifications are free but must be fully closed and free of leaks.
- B. If the oil tank is located in the drivers compartment, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure, that may be removable by use of rivet nuts, etc.
- C. All engine and exterior components that support engine operation, such as but not limited to oil cooler, oil lines, oil filter, dry sump systems must be protected and within the confines of the factory frame rails and factory bumper supports.

FUEL SYSTEM

- A. Fuel filler caps must be securely fastened at all times.
- B. No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose, fitted on the passenger side of the vehicle and secured every 10 inches with 'P' clips. All other parts of the fuel system must have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke.
- C. Fuel lines may be broken at the bulkhead but only once fitted with an FIA approved bulkhead fitting in order to continue the line.
- D. Fuel lines and fittings must be high pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.
- E. Aftermarket fuel cells must have a non-return valve on the breather.
- F. All fuel cells must be fitted with a roll-over valve.
- G. Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the drivers compartment.
- H. All external fuel pumps must be covered.
- I. Fuel systems must not leak on the track, starting line, or grinding area.
- J. Fuel systems must only contain petrol, diesel or race fuel. All other fuels require pre approval from IDS officials.
- K. There must be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube in the result of an accident.
- L. Once the rear section of the unibody or boot floor has been removed or altered at all, all fuel cells, both OEM and aftermarket, must be protected from rear or side impacts by box or round tubing welded to the chassis and be made from 25x3mm mild steel, aluminium, or stainless tube.

NITROUS OXIDE

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

EXHAUST SYSTEM

- A. Exhaust system modifications are free.
- B. Mufflers are not required.
- C. If the exhaust passes the rear axle, the exit of the exhaust must not point towards or against the wheels of the vehicle.
- D. The exhaust sound level must be within regulation at each host venue.
- E. Additional sound level readings may be taken during practice, qualifying and twin battles.
- F. If any competition vehicle exceeds the acceptable 'db' level set by the host venue, they will be removed from the competition and must pass acceptable 'db' level tests in order to return. Each venue-specific 'db' level will be announced prior to each event.

TRANSMISSION

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

IGNITION

- A. Ignition steering lock mechanisms must be removed.

BATTERY

- A. Batteries may be relocated.
- B. Batteries must be securely fastened with the positive terminal insulated and if located within the cockpit fully covered (fire-walled).
- C. Dry cell or Lithium batteries do not need to be fire-walled once securely fastened.
- D. A Master electrical cutoff switch, wired to completely shut off all engine and electrical system function except for electrically operated fire suppression systems is mandatory.
- E. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the the master electrical cutoff switch, by means of a spark proof breaker switch, or a manual push/pull apparatus.
- F. A secondary must be mounted outside the vehicle, on the cowl just below the windshield or on the upper quarter of the bonnet on either side and is to be clearly marked with the appropriate "OFF" markings.
- G. The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

BODY EXTERIOR AND INTERIOR

- A. Aftermarket body panels are permitted and free to modify.
- B. Panels must be clean, free of damage and presentable for competition.
- C. All bodywork must be painted or vinyl wrapped. Unpainted/non-wrapped fibreglass panels are not permitted and will fail technical inspection.
- D. Aftermarket body panels, front and/or rear fascias, side skirts and wings are permitted.
- E. One piece front ends are not permitted.

- F. Over fenders are permitted.
- G. Bumper bars must remain within the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- H. All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle and are subject to approval of the technical inspector.
- I. Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper.
- J. Pro class drivers must have a full livery design applied to their competition car.
- K. If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.
- L. Competitors are permitted to remove body panels for practice only.
- M. All body panels must be fitted/present/repared for the first run of class qualification.

DOORS

- A. Doors must use the factory latch mechanism.
- B. The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle. This includes the passenger door.
- C. Doors with an exposed interior must have the sharp edges removed or covered.

WINDOWS

- A. Windscreens must be OEM glass or lexan/polycarbonate replacement.
- B. Lexan windscreens must be securely mounted and have a vertical brace, which is securely mounted down the centre of the inside of the vehicle.
- C. Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of 0.125- inch and securely bolted in place.
- D. Side windows must have a window net, OEM glass, or a piece of Lexan/polycarbonate that covers the full window opening whenever the vehicle is on-track.
- E. For vehicles just using a window net, the driver must wear arm restraints, adjusted correctly, to ensure their arms can not exit the window.
- F. Side windows (driver and passenger side) and the front windscreen must be clear. The use of colour or opacity altering tint or wrap is prohibited.
- G. Where OEM glass side windows are used, clear film must be present on the inside of these windows.
- H. The use of colour or opacity altering tint or wrap is permitted on rear windows, including the rear windscreen and any other windows rearward of the driver and passenger side front windows.
- I. Competitors with convertible vehicles must use arm restraints.
- J. Vehicles must have a functioning windshield wiper.

BONNET

- A. The original latch must be removed.
- B. Aerocatches or bonnet pins must be fitted, but must remain unlocked for the duration of any IDS competition event or demonstration.

DECALS

- A. All required IDS and/or other decals or markings must be present in the specified location. Decal kits will be supplied to drivers upon entering either series.
- B. IDS driver/number door cards are required.
- C. IDS windshield banners are required.
- D. IDS reserves the right to have any decals, marks, or other items removed or covered at their discretion.

TOWING APPARATUS

- A. Front and rear towing hooks must be present and clearly marked.
- B. They should be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps (approximately 2500kgs) Stock hooks are permitted, except when the hook is hidden by the installation of an aero-kit.
- C. Full metal tow hooks are advised, but other towing apparatus may be approved at the technical inspector's discretion. Any towing apparatus used must not protrude more than 3 inches from a blunt surface.
- D. Tow hooks must be visible, coloured in contrasting colour to surrounding bodywork or clearly indicated with "TOW" and/or with an arrow in contrasting colour to surrounding bodywork/paint/livery.

LIGHTS

- A. The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.
- B. FRONT BRAKE LIGHT STRIP / THIRD BRAKE LIGHT STRIP Light strips must be connected to the existing brake light circuit.
- C. All vehicles must have a front-facing LED brake light fitted to the top of the windscreen. This must indicate front-brake pressure only.
- D. Front brake light strip must be mounted on the roof above the windshield banner.
- E. Brake light strip must be mounted on a fixed non removable panel or structure.
- F. Damaged light strips with over 50% not functioning will need to be replaced prior to competition.
- G. Rear brake lights must be in full working order.
- H. A third brake light strip must be fitted on top of the rear window at the roof line. This must be fitted in case of rear brake light failure due to an accident or incident.
- I. Any vehicle without working brake lights will be immediately disqualified.

INTERIOR

- A. The interior of the vehicle must be clean and professional in appearance.
- B. All non-essential and/or loose items must be removed.
- C. All carpeting and/or sound deadening material must be removed.
- D. Airbags/Supplemental Restraint Systems (SRS) must be removed.
- E. Any round steering wheels except wood trimmed may be used.
- F. The rear seats, all-carpets, air-conditioning, roof-lining, fabric door cards, radio and all unnecessary interior must be removed.

G. Power steering pumps located in the drivers cabin must be covered.

The IDS technical inspector has the right to uninstall interior/exterior parts when judged hazardous or unstable.

DRIVER SAFETY REGULATIONS

All participating drivers must wear the following items when entering any IDS event or demonstration. Drivers must wear full race gear to technical inspection at each event. IDS marshals will inspect race gear throughout an event to ensure compliance.

DRIVING SUIT

- A. No bare skin should be showing at any-time.
- B. Racing Suit: FIA approved.
- C. Kart suits are not permitted.
- D. Racing Gloves: Fire-proof material.
- E. Vest: Fire-proof material.
- F. Racing Shoes: Fire-proof material.
- G. Cotton or polyester t-shirts/hoodies/sweatshirts cannot be worn under the race suit.

HELMET

- A. A fire-proof balaclava is mandatory for an Open-Face helmet.
- B. Any driver wearing an Open-Face helmet is not permitted to have window nets and must have a fully closed driver and passenger window at all times.
- C. Helmet chin straps must be buckled or fastened while on course.

CERTIFIED HELMETS

- FIA – 8860-2004, FIA 8860-2010, FIA8859-2015
- Snell Memorial Foundation – SA95, SA2000, SA2005, SA2010
- SFI Foundation – Spec 31.2, Spec 31.1A, Spec 31.2A
- British Helmet Standard – BS6658 Type A/FR, BS6658-85 Type A

For 2020, IDS recommends the use of any helmet approved under the FIA Standards of 8858-2010, 8859-2015 or 8860-2010. Any such helmets are automatically approved for use in the series. Any helmets falling outside the scope of these standards must be pre-approved for use by the series. Motorbike, motocross, etc. helmets will no longer be accepted as they do not adhere to fire safety regulations.

HEAD AND NECK RESTRAINTS (HANS DEVICES)

- A. A HANS device (Head and neck restraint) certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is mandatory.
- B. Wearing a head restraint device, approved by the FIA, will be mandatory for all drivers for the 2020 season. (HANS Device)
- C. After any significant impact, it is recommended that the device tether be replaced.

SEATS

- A. All bucket seats must be fixed to the floor and secure.
- B. Recliners are not permitted.
- C. Sliding rails are not permitted.
- D. A 6-point or better safety harness or HANS-approved harness must be installed in both driver and passenger seat. The width of the seat-belt must be at least 3 inches, or 2 inches in the case of a FIA HANS-approved device only, and the buckle must be quick release.
- E. There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.
- F. All seat belt systems are to be mounted according to the manufacturer's instructions.
- G. Only separate shoulder straps are permitted. The shoulder harness shall be mounted as closely behind the seat back as possible. Lash shall be above a line drawn upward or downward from the shoulder point at an angle of no more than 45-degrees with the horizontal and shall not be above 0-degrees. The shoulder straps shall pass through the seat back when the occupant is seated, without interference (up, down, or side to side), to the attachment points.
- H. The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 80- degrees, below the horizontal with the optimum angle of 60-degrees. The lap belts shall pass through the seat, without interference, from the attachment points and should ride over the pelvis, just below the pelvic crest, to the buckle. The top of the buckle should be positioned at least 1-inch below the belly button. The lap belt attachment must allow the lap belt to pivot at the mounting point to prevent the webbing from being loaded at an edge when loaded and must pull on the hardware in plane.

FIRE SUPPRESSION SYSTEM

- A. All vehicles must have an on-board fire extinguishing system, with a minimum capacity of 2 litres.
- B. Fire extinguishers will be inspected to ensure their date and correct pressure throughout the season.
- C. The bottle must be mounted so that it can be removed easily for inspection or use.
- D. Plumbed-in fire-extinguishers are now mandatory, with a minimum capacity of 4 litres.
- E. Plumbed in fire-extinguisher must be fitted to the following specification,

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

If the fuel cell compartment is under the vehicle, or the stock fuel tank is being used, the third nozzle shall be pointed at where the fuel lines come off the fuel tank/cell or at the OE fuel tank access panel.

Follow manufacturers guidance and instructions for nozzle outlet locations as systems may vary.

- F. All fire systems shall be serviced and rectified every two years, proof of which should be shown on the bottle.

TRIGGERING DEVICES

- A. Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the vehicle fail.
- B. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.
- C. This switch/apparatus must be located on the dashboard, or centre console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.
- D. All vehicles must now be fitted with a second fire system activation switch/apparatus mounted external with the approve locations below.
- E. The approved locations for the second switch are along the A-pillar or top quarter of the bonnet in close proximity to master electrical cut-off switch.
- F. It also must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge.

SAFETY PINS

All fire safety pins must be removed while in the staging area, grid area or on the competition course.

TYRE RESTRICTIONS (ALL DRIVERS)

REAR TYRE

- A. Race tyres including slicks and cut slicks are not permitted.
- B. Rear tyres must be “**road pattern**” tyres and not race pattern as illustrated below.



- C. Tyres must also be branded with an E-mark/International/US equivalent to eligible for competition. Tyres must be road legal in their country of origin.
- D. Semi-slick/performance-grade rear tyres are not permitted. Any driver attempting to use semi-slick/performance-grade rear tyres will be disqualified from competition. Tyre brand, model and type must be pre-approved by IDS before competition. If you are unsure of your tyre choice, please consult IDS management before purchase.
- E. Vehicles may only run a maximum rear tyre-width of 265mm
- F. All drivers must dispose of their own tyres after competition or face a fine of €250.

OPEN CHOICE FRONT TYRE

Drivers may use whatever brand/make/model they prefer for front tyres. However, they must be;

- branded with an E-mark/International/US equivalent.
- road legal in their country of origin.
- Not a cut slick

All drivers must remove or dispose of their own tyres after competition or face a fine of €250. No tyres are to be left at an IDS event venue unless stated otherwise.

IDS COMPETITION RULES AND REGULATIONS

BEFORE HEADING TO THE TRACK

- A. Each driver must be signed on by an IDS official.
- B. All competition cars must have the correct IDS visor/door cards/numbers fitted.
- C. All other championship branding must be removed or hidden.
- D. Ensure your competition vehicle has no leaks before leaving your pit area.
- E. Ensure your harnesses and HANS device are adjusted correctly.
- F. No part of your body should be exposed.
- G. Helmets must be strapped tight.
- H. Secure and fasten all bonnet pins and wheel nuts.
- I. Drivers window must be only open two inches. Passenger window is optional.
- J. Fuel tank overflow pipes must be above the fuel tank and securely fixed.
- K. Rear and front brake lights & LED strips must be in correct working order.
- L. Tow straps or hooks must be fully functional and visible.
- M. IDS approved tyres must be fitted at all times.

STARTLINE

- A. A chicane system may be used (track & layout dependant)
- B. In the case of a chicane system, both competition vehicles will start side by side with the lead car negotiating the chicane.
- C. If either competition vehicle moves/clips/hits any cone in chicane, the judging panel will assess each scenario on a case by case basis.
- D. There are no false starts (Unless marshal error was deemed to have caused the issue)
- E. A driver will leave the line when signalled by the start-line marshal.
- F. Jumping the start will result in large penalties for the lead driver only.
- G. The chase car must wait for the lead car to initiate at all times.
- H. If the lead car slows, misses gears, shuts down or fails to initiate, this will result in large deductions for the lead car from the judges. The chase car will not be penalised.
- I. The chase car must initiate behind the rear bumper of the lead car.

TRACK MARSHALS

- A. Track marshals are equipped with yellow and red flags.
- B. Once yellow flags are raised/waved you must return your car to grip status and slow down.
- C. Once red flags are raised/waved you must stop immediately and wait for the marshal to speak to you.
- D. If you suspect an oil/fuel leak, you must pull off the racing line or into the grass if possible.
- E. Once a red flag is raised, the competitive run is effectively over.
- F. Ignoring a track marshal or yellow/red flag, may result in disqualification.
- G. Arguments with track marshals will result in an immediate disqualification.
- H. If the IDS technical inspector deems your car unsuitable to compete, you are disqualified.

QUALIFYING

- A. The onus is on each driver to be in his/her correct qualifying position.
- B. If you miss your spot in the qualifying order and miss your run, your run is void. **No exceptions.**
- C. Qualification results will be posted in the IDS driver group after the session.
- D. Whatever car you start your first qualifying run in, is the only car you can use for the rest of the event.

5 MINUTE RULE

- A. A driver may call a 5 minute rule at any time during battle competition.
- B. A driver has 1x 5 minute rule from Top 32/24 until the end of the Top 8.
- C. A driver has 1x 5 minute rule from the Top 4 until the end of competition.
- D. If you do not use your 5 minute rule from the Top 32/24 until the end of the Top 8, this does not carry over into the Top 4 as an extra 5 minute rule.
- E. Each 5 minute rule called, loses that driver 1 championship point.
- F. Anytime a driver or driver's team member attempts to repair the car within the duration of a battle, an automatic 5 minute rule is called. If you do not have a remaining 5 minute rule, repairing the car will result in automatic disqualification. Assessing damage or removing body panels is permitted.
- G. An IDS track marshal adjusting, assessing or checking a car does not trigger a 5 minute rule.
- H. If you have already used your 5 minute rule and your car is mechanically unable to compete, you are disqualified.
- I. If an IDS marshal deems your car unsuitable to compete, you are disqualified.
- J. You may not change tyres or adjust tyre pressures during a 5 minute rule.
- K. The exception to this is if you puncture or de-bead a tyre. Both tyres may be changed. If you do not have a remaining 5 minute rule, you are disqualified.
- L. You cannot start a competitive run with a de-bead or puncture.
- M. IDS marshals must approve each car to continue competition after a repair, fire or crash.

COMPETITION TIME OUT

- A. If your car suffers damage and the judges deem this the fault of your opponent. You have until the end of the competition bracket to return to the grid after repairs.
- B. Marshals may inspect your car to offer further information to the judges.
- C. Marshals do not make the final decision. The final decision will be made by the judges.
- D. If your battle is the last in the current bracket, you will be allowed 10 minutes to return to the grid
- E. Competition time-outs do not mean automatic 10-0.
- F. If you fail to return to the grid in the allocated time, you will receive the win, but are not allowed to compete from that point on. Essentially both competitors are retired from competition.

TOP 32

- A. The onus is on each driver to be in the correct grid position at the correct time.
- B. A driver must only use one set of tyres for each battle.
- C. If the battle is score a One More Time, both drivers are granted 5 minutes to change tyres and re-fuel. If a driver does not make it back to the grid in time, the marshals resort to sending the driver that is.

TOP 4

- A. The winner of the 3rd/4th place battle will be announced immediately after the battle.
- B. The winner of the 3rd/4th place battle will wait trackside to join the finalists at the podium.
- C. The winner of the final will not be announced until the podium.

JUDGING REACTIONS

- A. Drifting is a subjective sport and the judge's call is final.
- B. Any judging decision, once made, is final and cannot be changed.
- C. A driver or driver's team member must never approach the tower/judges area during an event.
- D. Threatening or abusive behaviour towards a judge, in person or online, will be met with immediate expulsion from the championship.

LEAVING THE EVENT

- A. All drivers and teams are responsible for bringing all used tyres, parts or rubbish from their pit area after an event.
- B. Any driver or team found to be littering or dumping at any IDS event will be fined €250.

SOCIAL MEDIA

- A. We encourage all drivers to share all IDS content and posts before and during every competitive event.
- B. We also encourage you to create as much of your own content as possible to further your self-promotion.

TEAM CONDUCT

Drivers are responsible for all members of their team. If a driver's team member acts in an abusive, disruptive or anti-social manner, the driver will be held responsible for said actions.

IDS JUDGING CRITERIA

The Irish Drift Series judging criteria will be the same for both Pro & Pro-Am.

IDS reserves the right to change the judging criteria in between events. Drivers will be informed if a change occurs. Full judging criteria will not be announced at driver briefing. This handbook is now your best point of reference for all judging criteria and information.

IDS Head Judge - **Kieran Hynes**

QUALIFYING CRITERIA

INITIATION

During qualifying the vehicle must be sideways as it passes the single standing cone placed trackside.



Initiation is open, handbrake, clutch kick or weight transfer (weight transfer/clutch kick scores higher)

FULL THROTTLE AREAS OF THE TRACK

Competitors should be maintaining speed (or be on full throttle) throughout all of the track layout, apart from the slowing areas of the track. Track drawings will show where deceleration is acceptable.

DRIVERS WILL RECEIVE POINTS DEDUCTIONS FOR

- Putting a wheel off over the exterior white line (rumble strip, grass etc.)
- Missing zones and clips.
- Straightening/corrections/understeer.
- Drifting off the correct judging line.
- Lack of angle or lack of speed

DRIVERS WILL SCORE A ZERO FOR

- Putting four wheels off circuit or outside the exterior white lines.
- Spinning out or coming to a complete stop

- Multiple or extended moments of understeer/straightening

BATTLE CRITERIA

START LINE & INITIATION

- Once both drivers have been given the start signal they must leave the line immediately, any delay by the lead driver may result in a penalty.
- The chase driver is allowed to slightly jump the start but must fall behind before initiation.
- The lead driver should accelerate and drive through the chicane in their lane, the chase car may accelerate straight through their lane.
- The chase car may be slightly ahead of the lead after the start line but must be behind the lead drivers rear bumper as they initiate.
- During battles both vehicles must be sideways as they pass the single standing cone in the “3, 2, 1” cone sequence placed trackside.



DRIFTING INITIATION

Initiation is open, but the lead car must initiate within their lead lane half of the track, the chase car may use the full width of the track.

LEAD DRIVER

During the battle, the lead driver must adhere to the following rules:

- Run the qualifying line.
- Run a chase-able lead run.
- Adhere to the acceleration/deceleration map shown in briefing.

CHASE DRIVER

During the battle, the chase driver must adhere to the following rules:

- Maintain the closest proximity to the lead driver for as much duration as possible.
- Match or better the lead drivers angle while maintaining proximity.
- Mimic the lead driver's transitions and line throughout the course.

OVERTAKING

Overtaking is allowed once the chase driver follows these rules:

- The lead driver must be fully off the qualifying line or completely off course.
- The chase driver must carry sufficient angle and maintain the qualifying line.
- Once the overtake is completed, the chase driver now becomes the lead driver.
- Upon completion of a properly performed legal pass, the chase driver will become the lead driver and must complete the run according to the judging criteria. Once the run is completed the vehicle that was passed will receive a **ZERO** on that run.

CONTACT

- Drifting is a non contact sport, and contact may result in penalties.
- A light rub is allowed but penalties may be applied for heavier contact.
- Both light and heavy contact will be judged on a case by case basis.

LEAD VEHICLE

If the lead vehicle loses drift, goes off line or unnecessarily reduces speed too drastically in tandem and the chase vehicle hits the lead vehicle, the lead vehicle may be deemed at fault for the collision.

CHASE VEHICLE

- If the chase driver collides with the lead driver, while the lead driver is fulfilling the correct goals, then the chase driver will be deemed at fault.
- After contact both drivers must attempt to complete the run.
- If the judges believe the lead driver deliberately spun their car after contact or stopped drifting, then they may apply penalties to that driver also.

DAMAGE DUE TO COLLISION

- Once a collision has occurred, the judges will ascertain fault.
- In some cases, damage sustained to the vehicles may require time to repair, adhering to the competition time-out where necessary.
- Only the vehicle not at fault may be allocated time to repair their vehicle.
- A competition time out does not necessarily mean a 10/0 advantage has been awarded to either driver as each scenario is dealt with on a case by case basis.

SCORING A ZERO

Once a zero has been scored that competition run is over and both cars must return to grip status. The following reasons constitute a zero in tandem battles:

- Spinning out.
- Completely stopping drifting or going 4 wheels off course.
- A chase driver intentionally not chasing the lead driver after an zero was scored on the previous run.
- When a chase driver illegally overtakes the lead driver, this results in a zero for the chase driver.

- When a chase driver legally overtakes the lead driver, this results in a zero for the lead driver.

ADDITIONAL JUDGING NOTES

COMING OFF LINE TO GAIN PROXIMITY

In cases where the chase driver is deemed to be cutting the track in order to gain or maintain proximity, this will result in a penalty for the chase driver. The exception to this is where the chase driver uses the “three metre rule” to dive onto the lead drivers door.

When the chase driver has close proximity throughout the transition, this will score higher. This rule allows the chase driver to make an exciting dive without being heavily penalised for coming off line.

FIRST TO SCORE A ZERO EXCEPTION

When a zero is scored by either driver, the competitive run is finished at that point and this score will apply to the first driver to have scored a zero.

The exception to this rule can occur when the chase driver is led off track by the lead driver and the cut off point for this rule is **one car length**.

If the chase driver is within one car length of the lead driver, the fault may lay with the lead driver. If the gap is more than one car length, the judges will score both drivers as two individual runs and any errors by the chase driver cannot be blamed on the lead driver.

CONTACTING IDS

HOW TO CONTACT IDS

Please contact our EMAIL ADDRESS ONLY for any queries you may have. Facebook, Instagram etc. messages are not guaranteed to be answered due to the volume of messages received each and every day. Email correspondence is preferred as there is a formal log of all requests and conversations, and the most suitable IDS team member can pick it up.

IDS staff have requested that their personal social media channels remain personal and do not include work-related conversations.

If you do not have an email account, it's time to join the 21st century.

Please contact info@irishdriftseries.ie for all enquiries and you will be forwarded to the relevant dept.

CLOSING NOTE

While the above rules, regulations and criteria all seem quite serious and severe, at its core, IDS is allowing drivers to have fun in their car in a safe environment. It's time to take Irish drifting back to its core values and reignite why we love this sport in the first place.

Please feel free to contact us and we will try our very best to make your experiences as enjoyable as possible and hope to see you all out on track in 2020.