

AUSTRIAN DRIFT SERIES 2022



RULEBOOK, Version 1.1 // 2022

DRIFT COMPETITION

ORGANISER:

DRIFT GREINBACH
Industriepark 248
8230 Greinbach
www.drift-greinbach.at
info@drift-greinbach.at



ARTICEL 1: General

Austrian Drift Series is a drift automotive series consisting of 1 Event in year 2022 with 1 track layout at the Circuit PS Racing Center Greinbach. The Event is an “international Event” so drivers can enter from all countries.

Event Info 2022:

Circuit: PS Racing Center Greinbach, Austria www.ps-racing.at

- 06+07 AUGUST 2022

Registration:

Each driver has to register via online platform on www.drift-greinbach.at , available on 28.06.2022
All Informations are online and will be updated on www.drift-greinbach.at

ARTICLE 2: CARS

Only rear wheel driven Cars (RWD) are allowed to start. No restriction how the car is build. Free of use type of car, car/engine/turbo/tiers). It is not necessary that the vehicles are registered for road use. roll cage is not necessary but recommended. Noise Limit: 99DB +2DB. Safety and detail technical regulations to follow from page 9 in this document.

All Cars/Teams participate at their own moral and material responsibility and are responsible for their own safety which they confirm by signing the application form. The competition organizer, partners, sponsors, volunteers and staff participating in the event are not responsible for any damage caused by any driver during the competition to himself, a third person, vehicle or object, to which each driver is obliged by signing a responsibility statement. All Cars/Teams have to use of a floor mat under the vehicle in the Service Area. Each driver has to wear Helmet, gloves and all standard racing wear equipment for competition and seat belts must be fasten. HANS system is very much recommended to use for all drivers.

ARTICLE 3: DRIVERS

Every adult can attend the Austrian Drift Series competition. The organizer (DRIFT Greinbach) can prohibit participation for drivers, who don't follow the rules during the event or act in any unbehaviour or unsporting appearance. Drivers need to take care that the start numbers are correct placed on the car. All drivers participate at their own moral and material responsibility and are responsible for their own safety which they confirm by signing the application form. The competition organizer, partners, sponsors, volunteers and staff participating in the event are not responsible for any damage caused by any driver during the competition to himself, a third person, vehicle or object, to which each driver is obliged by signing a responsibility statement.

ARTICLE 4: RUNNING OF THE EVENT:

ADMINISTRATIVE CHECKING:

Every driver needs to show up at the administrative checking at the race Control Area at the Circuit. Participation of competitors at the administrative checking is mandatory and needs to be done by the driver in planed timing.

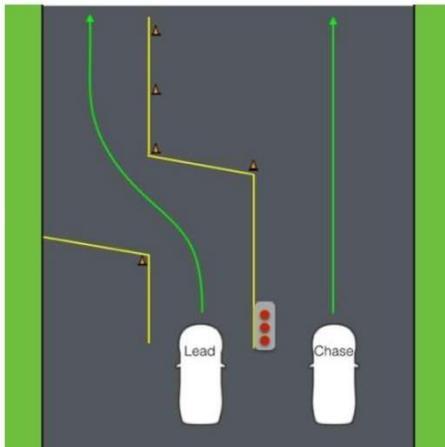
DRIVERS BRIEFING:

Participation of competitors on drivers briefing is mandatory. Briefing is leaded by the organizer from DRIFT Greinbach. Every drivers needs to show up not later then 10minuits before the start of the Drivers briefing.

PRACTICE SESSIONS:

there will be free practice session and also tandem practice sessions.

FORMAT INFORMATION:



Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally the line is designated by markers on the course that are comprised of inner clipping points and outer zones. The Austrian Drift Series consists of a scheduled number of two-day meets" in which drivers compete in a single elimination bracket of "head-to-head" battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the "head-to-head" battles. Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the

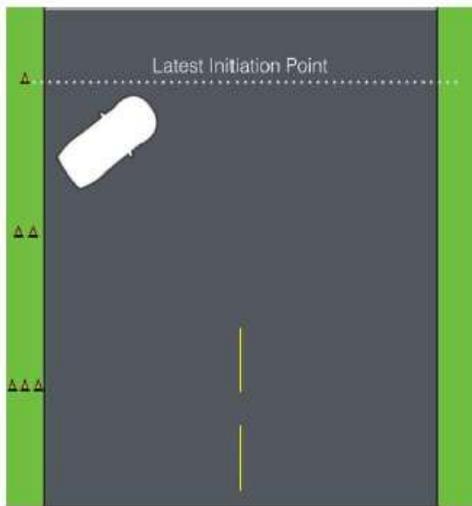
series order.

START LINE INFORMATION:

The start line is situated at the beginning of the course. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line. During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart light will be discussed during the driver's meetings prior to competition. During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting.

JUDGING INFORMATION:

DRIFTING INITIATION:



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

QUALIFYING FORMAT:

Drivers will complete two non-consecutive runs on the course in starting list order.

QUALIFYING SCORING:

- Line - 40 points
- Angle - 15 points
- Style - 15 points
- Initiation - 10 points
- Fluidity - 10 points
- Commitment points - 10 points

QUALIFYING JUDGING

Drivers are expected to start with a committed, high angle initiation, drift through all of the outside zones and reach all of the inner clips with the maximum degree of angle and pace, while making quick, aggressive transitions with no corrections or mistakes. Driving at the high difficulty level described by the judges, the driver is showing their level of vehicle control. Qualifying run will be scored, when the driver finish drifting in controlled way crossing a finish line. Drivers that do not fill the outside zones, reach inner clips, or do so at a low degree of angle while making mistakes or corrections will receive deductions.

LINE (40 points)

Drivers will be judged on their ability to adhere to the line stipulated by the judges during the driver's briefing. Points will be allocated to outside zones and inner clips, but may also be allocated to "touch & go" areas. Line points will be broken up by sectors at each track.

ANGLE (15 points)

Drivers will be judged on their ability to achieve and maintain a high level of angle, as described by the judges during the driver's briefing. The judges may indicate on the track drawing areas where high angle is not required. Angle points will be broken up by sectors at each track.

STYLE (15 points)

The judges score Style using the following areas of focus.

- INITIATION (10 points)

Early – Initiation cones will be used for reference
Rate to angle - Quickly getting to the desired angle
Smooth - Reductions in angle and corrections

- FLUIDITY (10 points)

Smooth rotation during transition
Lock to lock angle - High degree of angle to high degree of angle
Car is settled and flows through the course smoothly

- COMMITMENT (10 points)

Consistent throttle application
Maintaining pace throughout- using momentum to fill zones & width of course
Make it look dangerous- approach barriers and track edge with confidence

Once scores have been inputted, the scoring system will:

Average the Line scores from all three judges
Average the Angle score from all three judges
Average the Style score from all three judges.
Add the three averages to display the score.

DEDUCTION EXAMPLES:

- Tire off course
- Missing zones and clips
- Short Straightening (correction)
- Off line
- Lack of Angle

1 POINT QUALIFYING RUNS EXAMPLES

If a driver does any of the following mistakes in a qualifying run, the driver will receive 1 point of score for that run. As a driver is on the start line and starting the run he will be qualified for Top 16 and will be given for to be on the startline 1 point.

- Spinning Out
- Opposite drift - Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Stop drifting

TANDEM ELIMINATION FORMAT

The Top 16 Qualified drivers are placed in a standard bracket based on qualifying position. The tandem battles are single elimination head-to-head battles consisting of two runs per battle with the winner moving on in the bracket. The higher qualifier will always lead the first run.

If vehicle is broken or unable to pull to the line for the battle, the remaining vehicle must make a Bye Run to be able to move on in the competition. The Bye Run is a non-judged lap to prove the mechanical condition of the vehicle is ready for competition.

In the event of a tire debeading on course, the vehicle will not be allowed to leave the line with a currently debeaded or previously debeaded tire.

Rear Tire changes will not be allowed during Competition Timeout unless debeading has occurred or rim/tire damage due to a collision. Rear Tires are required to make two consecutive runs. In the event that a front tire has become damaged, the Competition Director may allow that vehicle to change the damaged front tire in order to ensure the run of show.

TANDEM JUDGING CRITERIA

Judges are looking for the driver that performs better overall in the tandem battle. After the runs (lead / Chase runs) are done from each battle a decision will be told straight away by the judges who is the winner and who is the loser of the battle. The Judges will watch both Run 1 and Run 2. They will also compare both lead runs and both chase runs and then determine which driver was the better overall driver once both runs have been completed. Judges can call out only once "One More Time (OMT)" for a battle and have to make decision latest after once the one more time battle is done.

LEAD DRIVER GOALS:

- Run the qualifying line
- Run a 100 point qualifying run
- Run a chaseable lead run

Chaseable lead run will have filled the zones, hit the clips and maintained a consistent speed and/or slowed/braked in the proper areas, which gives the chase driver a reasonable opportunity to chase and mimic with good proximity.

Unchaseable lead run will have a variety of errors and or deductions that make it difficult for the chase driver to mimic or keep up with while in drift.

CHASE DRIVER GOALS

- Initiate no later than the lead driver (judges wants to see the chase driver initiate before or at the same time).
- Maintain close proximity to the lead driver with as much duration as possible
- Match or better the lead drivers angle
- Mimic the lead driver's transitions and line throughout the course

The chase driver's goal is to complete the course with as much proximity to the lead driver as possible, while mimicking the lead driver's angle, line and transition points and style. The chase driver must initiate no later than the lead driver, make no corrections or mistakes, and remain in drift until the finish line has been passed to show his/her abilities in comparison to the other driver. Run will be scored, when the driver finish drifting in controlled way crossing a finish line A chase driver that does not establish and maintain proximity may be at a disadvantage.

INCOMPLETE TANDEM RUNS

If a driver does any of the following mistakes in a tandem run, the driver will not receive a score for that run and therefore the run will be considered incomplete

The following constitute an INCOMPLETE in tandem:

- Spinning Out
- Stop drifting
- Opposite drift- Drifting with the opposite angle required at that point on course
- Hood, hatch, trunk and/or doors opening during a run
- Collision with the other driver that is considered “avoidable” or unsportsmanlike
- A chase driver intentionally not chasing the lead driver after an INCOMPLETE was scored on the previous run.
- Three consecutive restarts from chicane cones or an official’s call
- Performing an Illegal pass - results in an INCOMPLETE for the chase driver
- Getting legally passed- results in an INCOMPLETE for the lead driver

PASSING during battles:

Passing during battles is allowed in Austrian Drift Series Tandem battles. Passing is not required, but is legal for the chase vehicle to do as long as all four of the following conditions are met:

- The lead driver must be offline or completely off course
- The chase driver can only make a pass on an inside clipping point.
- The chase driver can only make pass on the inside of the lead driver.
- The chase driver becomes the lead driver once the chase vehicle has fully surpassed the lead driver’s vehicle.

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 an INCOMPLETE on that run.

TANDEM BATTLE COLLISIONS AND CONTACT

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

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. Each judge will ascertain fault.

CHASE VEHICLE

If a Chase driver has a collision with a lead driver while fulfilling the lead driver goals then he will be deemed at fault.

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. Only the vehicle not at fault may request up to 5 minutes to repair their vehicle.

RUN 1 COLLISIONS:

If a vehicle cannot be repaired after a collision and was deemed not at fault during the incident, at Austrian Drift Series official will verify that indeed the vehicle is not repairable in time for the second run of that battle and declare the winner of the battle. The driver will receive points for winning that battle. However, because the winning driver was unable to finish two laps of the battle, he will not move on in competition.

If the case above occurs in the final battle, Austrian Drift Series reserves the right to make adjustments to the above rule in order to complete the competition. Example: Allow additional time beyond the 5 minutes for repairs, but maximum 10 minutes.

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

RUN 2 COLLISIONS:

If a collision occurs on Run 2 of a battle, the judges will deem fault and then default back to Run 1 to judge the outcome of the battle.

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

In the event of the vehicles having contact that may or may have not affected either driver or may have not been either drivers fault, the Technical Director may need to inspect both vehicles for safety reasons and decide to make a call as to whether or not the vehicle(s) need to make fixes to the vehicle(s), in order to ensure the safety of each driver.

In the above scenario if they result leaves either driver with a tire puncture or wheel damage, the Technical Director may request that both drivers change their tires and/or wheels in order to ensure one driver does not receive an advantage over the other driver.

VEHICLE SERVICE DURING TANDEM BATTLE

Competition vehicles cannot be serviced between the first and second runs of a tandem battle. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling.

PROTESTS AND APPEAL PROTESTS

Judges qualifying scores are not protestable.

Judge's score and decision during tandem battle are not protestable.

CHAMPIONSHIP POINTS:

PRO QUALIFYING POINTS	
1	7
2	6
3	5
4-8	4
9-16	3
17-32	2
Attendance	1

PRO COMPETITION POINTS	
1	100
2	80
3-4	64
5-8	48
9-16	32
17-32	16

*Attendance is defined as making one qualifying pass in that event.

For the final positions, the drivers are classified as follows:

1st place: winner of the final battle; 2nd place: loser of the final battle; 3rd place: winner of the battle for the 3rd place; 4th place: loser of the battle for the 3rd place and so on....

REGISTRATION & ENTRY FEE for Drivers:

Each driver has to register via online platform on www.drift-greinbach.at

Entry Fee is 200EUR. The Entry Fee payment (200 EUR) has to be done not later than 2 weeks before the event via bank transfer to following bank account:

ASPAR Motorsport Club

IBAN: AT68 4300 0554 6387 0000

PRIZES & CUPS:

1st 2nd , 3rd & 4th placed drivers each will get cups at the podium each event.

The winner of the series (Austrian Drift Series champion) from will receive a guaranty wildcard entry for Drift Masters GP 2023 Austrian Round.

Contact DRIFT Greinbach:

For Informations and request visit: www.drift-greinbach.at

DRIFT GREINBACH // Austrian Drift Series

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OTHER INFORMATIONS:

How to get to the track:

ARRIVAL TO PS Racing Center Greinbach, Circuit Address:

PS Racing Center Greinbach Industriepark 248 A-8230 Greinbach . Take the Highway exit A2 Hartberg and drive then on the road B54 to Industriepark Greinbach.

Correct Circuit Sat-Nav Address: Industriepark 248, 8230 Greinbach, PS Racing Center Greinbach.

Road Toll in Austria: Please also remember that there are toll roads in Austria. For more information and to pay online, please see: <https://shop.asfinag.at/en/>

HOTELS

<http://www.schreiners-berghof.at>

<http://restaurant-pusswald.at>

<https://www.hotel-altergerichtshof.at>

<https://www.wilfinger-hotels.at/ring-bio-hotel-hartberg.html>

<https://www.sparesortstyria.com/>

TECHNICAL REQUIREMENTS

AUSTRIAN DRIFT SERIES 2022

ARTICLE 1 (IMPORTANCE OF THE REGULATIONS)

- (1) These Rules specify the technical requirements and features of the racing cars taking part in the championship and individual races of Austrian Drift Series championship (hereinafter vehicle).
- (2) Regulations also provide mandatory equipment of the drivers and for service area for the vehicles.
- (3) Anything that is not specifically permitted by these regulations is prohibited.

ARTICLE 2 (VEHICLES IN GENERAL)

- (1) It is allowed to enter the race with vehicle that have (or had) approval for use on the public road. FIA approval is recommended but it is not necessary.
- (2) Is also allowed to use racing cars with valid or expired FIA approval.
- (3) General condition of the vehicle must be such that it doesn't contain safety deficiencies. Technical Commissioner may review any vehicle at any time and if he judges that its use is unsafe for the driver or other participants (poor maintenance, inadequate modifications), he can exclude it from further competition or race without the possibility of objecting.
- (4) In vehicles with a soft roof, it is recommended to use so-called Hard Tops (factory applied hard roofs) or safety nets.

ARTICLE 3 (VEHICLE WEIGHT)

Vehicles can enter the competition regardless of their weight.

ARTICLE 4 (ENGINE)

- (1) Modifications of the engine are not limited. It is allowed to replace the engine with another engine of the same or other manufacturer.
- (2) The engine must be located in the same position as it is in the factory vehicle and properly mounted.
- (3) If there are found such malfunctions on performance or engine installation that may affect the safety of the contestants and other participants of the competition or may cause any kind of damage, the competitor is obligated to immediately eliminate those malfunctions, otherwise the Technical Commissioner may prohibit him from further participation in training or competition.
- (4) Any leakage of vehicle fluids is prohibited. In case the competition staff detects leakage of any fluids, such a vehicle can be immediately eliminated from the competition or training. The Technical Commissioner shall decide about further participation of the vehicle.

ARTICLE 5 (VEHICLE EXHAUST SYSTEM AND LOUDNESS OF THE VEHICLE)

- (1) The exhaust system is not limited. The catalytic converter may be removed.
- (2) The loudness of the vehicle must not exceed 99 + 2 dB (A) measured by Circuit Operator method.

ARTICLE 6 (TRANSMISSION)

There are no restrictions regarding gearbox, clutch or differential.

ARTICLE 7 (BRAKING SYSTEM)

- (1) The modifications to the braking system are allowed taking into consideration that the brake system must be completely flawless and work on all four wheels, with the exception of the handbrake (e-brake), which must operate on the rear wheels.
- (2) It is mandatory for all vehicles to be equipped with a handbrake. It is allowed to install hydraulic handbrake.
- (3) In case of brake fluid leakage the vehicle is immediately removed from the training or competition until the failure is repaired. About further participation of the vehicle the Technical Commissioner shall decide.

ARTICLE 8 (STEERING SYSTEM)

- (1) It is allowed to modify the steering system, as long as the basic operating principle remains the same.
- (2) The steering wheel can remain original or be replaced to such with valid or expired FIA homologation, TÜV approval or the appropriate E code.
- (3) Vehicles that have a steering wheel equipped with an airbag must have it turned off or removed

ARTICLE 9 (SUSPENSION)

- (1) It is allowed to modify the suspension freely, replacing the springs and / or shock absorbers, as long as the basic operation principle remains the same.
- (2) It is allowed to change, add or remove the sway bars.
- (3) Vehicles for which the Technical Commissioner during inspection or during training or racing finds to have improperly set or modified suspension, which could create a risk to the stability of the vehicle or the possibility of overturning, the competitor is obliged to immediately eliminate the irregularities found, or else a Technical Commission may prohibit further participation in the race.

ARTICLE 10 (WHEELS AND TIRES)

- (1) There are no restrictions about Wheels and Tires except:
- (2) The use of visually or otherwise damaged tires (e.g. visible wires, improperly repaired tire, etc.) is forbidden.
- (3) It is forbidden to use winter tires and tires that are producing colorful smoke.
- (4) At the wheels of the same axle there should be the same tires (dimensions, manufacturer, type or model of the tire).
- (5) Spacers with a thickness greater than 20 mm must be equipped with their own mounting bolts for the hub.

ARTICLE 11 (SPARE WHEEL AND REQUIRED EQUIPMENT)

- (1) Installation of certified fire extinguisher is mandatory. Fire extinguisher must be firmly fixed and freely accessible to both a driver, as well as other individuals, who are not present in the vehicle.
- (2) All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC or with SFI17.1. Internal and external activation triggers are mandatory. Outside activation should clearly be marked with the appropriate sticker.

ARTICLE 12 (LIGHTS)

- (1) It is allowed to remove or cover lights except the brake lights, which must work and must not be dimmed.
- (2) It is mandatory to install front brake light.

ARTICLE 13 (BODYWORK)

- (1) All bodywork parts of the vehicle (doors, bonnets, fenders, bumpers) must be properly fixed to the vehicle.
- (2) It is allowed to modify or replace parts or the entire body with parts of other materials (fiberglass, ABS, carbon, aluminum, etc.), as long as finishing and installation of these parts is such that prevents damage, cuts or scratches of accidental or deliberate contact of people to this part of the body.
- (3) The bodywork must be designed in a way so that fenders fully cover tread surface of the tire.
- (4) Reinforcements of the body and installation of strut bars or additional connection between the suspension mount points on the same axle are allowed.

ARTICLE 14 (BODY EXTERIOR MODIFICATIONS)

- (1) Body exterior modifications (eg. wide fenders or body kits, additional aerodynamic bodywork parts, etc.) and extra reinforcements are allowed.
- (2) Any changes to the exterior of the vehicle should not significantly exceed the dimensions of the vehicle and may not be designed to create sharp edges that may cause damage to other vehicles or people near the vehicle.
- (3) Additional parts must be properly fixed to the vehicle. Doors must be mounted to the chassis with unmodified factory hinges. (Quick release doors are prohibited)

ARTICLE 15 (WINDOWS AND WINDSHIELD)

- (1) It is allowed to replace the side and rear windows of the vehicle with suitable substitutes (eg. Leksan), which must be properly installed and made of such material that in case of damage doesn't endanger the driver.
- (2) It is forbidden to replace the windshield.
- (3) The windshield and windows should not be damaged in any way.

ARTICLE 16 (HOOD PINS)

Usage of hood pins on bonnet and trunk is mandatory.

ARTICLE 17 (TOW HOOKS)

The hook must be colored in a color that contrasts with the body of the vehicle. If the hook is not clearly visible, it must be clearly marked with the word "TOW" or arrows in a color contrasting to the color of the bodywork.

ARTICLE 18 (DRIVER'S COMPARTMENT)

All non-essential and/or loose items must be removed. All parts of the driver's compartment, which the driver may come into contact with must be free of sharp edges.

ARTICLE 19 (SEATS)

- (1) It is mandatory to install FIA homologated racing seats (allowed elapsed homologation).
- (2) The racing seat must be permanently mounted, it is forbidden to use sliding rails. The homologation labels must be visible.

ARTICLE 20 (HARNESS)

- (1) Use of homologated at least four-point restraint harness is required.
- (2) Restraint harness must be installed in accordance with manufacturer's requirements.
- (3) Head and neck restraint (HANS) certified in accordance with SFI 38.1, FIA 8858-2002 or 88582010 are recommended to use at all times on track during practice and competition.

ARTICLE 21 (ROLL CAGE)

- (1) It is not mandatory to use roll cage but very recommended.

ARTICLE 22 (BATTERY)

The battery can be installed anywhere in the vehicle, but it must be securely mounted so it can not move. The positive terminal of the battery must be shielded.

ARTICLE 23 (ELECTRICAL SYSTEM)

- (1) All electrical installation in the vehicle must be properly insulated and protected. It is not allowed to have wire joints unprotected. Each installation must be securely mounted to the vehicle or its parts.
- (2) Installation of the master cut-off switch is mandatory. Switch must be properly labeled and placed on a location that is easily accessible to the driver and other individuals who are not in the vehicle.

ARTICLE 25 (FUEL)

- (1) Any kind of fuel is allowed, except gas (LPG, CNG).
- (2) The fuel tank cap must seal well and be firmly closed.
- (3) Any leakage of fuel is prohibited. In case the competition staff detect a leakage of fuel, such a vehicle can be immediately eliminated from the competition or training. The Technical Commissioner shall decide about further participation of the vehicle.
- (4) Fuel tank can be original or additionally installed (Safety fuel cells), but in any case it must be properly fixed to the chassis of the vehicle, without the slightest possibility of movement or separation from its position.

ARTICLE 25 (DAMAGE)

- (1) If the vehicle exterior is damaged during training or competition, further participation of the vehicle is possible only with the permission of the Technical Commissioner. Technical Commissioner can order how the damage to the vehicle can be repaired to allow further participation of the vehicle. He can also prohibit further participation of the vehicle if the damage to the vehicle exterior is too big or improperly repaired.
- (2) It is forbidden to enter the race track without parts of the vehicle exterior (eg. bumper, bonnet, fenders,...).
- (3) Technical Commissioner may permit the vehicle to enter the race track without some parts of the vehicle exterior, if he judges that such a situation does not endanger the safety of the driver and the other competitors and if the damage to the vehicle occurred during the race.

ARTICLE 26 (COMPETITION NUMBER AND REQUIRED DECALS ON THE VEHICLE)

- (1) At all Austrian Drift Series races the vehicles must be equipped with decals that contain driver's name, competition number and eventual championship sponsors. Decals must be fitted at the top of the windscreen (visor) and on the driver's and front passenger's door. Decals are provided by the championship organizer.
- (2) The championship organizer may request that the vehicles are equipped with additional championship sponsors decals. Decals are provided by the championship organizer.

ARTICLE 27 (DRIVER'S SUIT AND HELMET)

- (1) Drivers are required to wear a safety helmet with valid or expired homologation.
- (2) Drivers must use racing suit, gloves and footwear. It is recommended to use FIA approved fire-resistant racing suit, gloves and footwear (FIA approval may be expired). If driver is using non fire-resistant racing suit it is mandatory for him to use fire-resistant underwear.
- (3) If driver is not using appropriate safety equipment he shall be disqualified from the race.

ARTICLE 28 (VEHICLE SERVICE AREA)

The use of a floor mat under the vehicle while it is in service area is required. Non-application of the floor mat shall be fined by 50€ and direct disqualification from the competition.

ARTICLE 29 (RESPONSIBILITY)

The driver is completely responsible for any damage (material and non-material), which, in consequence of failure to comply with these rules, occurred to him or anyone else.