IRON DRIFT KING

# 2024 RULE BOOK

## V1.0 VEHICLE AND DRIVER REGULATIONS

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# INTRODUCTION & DISCLAIMER

The following rules are mandatory for all IRON DRIFT KING (IDK) championship events and demonstrations. The IDK reserves the right to update or amend these rules and regulations at any time. All changes are marked in green.

# TECHNICAL INSPECTION

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

The time and location of each 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 competing 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 IDK technical inspector reserves the right to reject any competition vehicle which does not meet IDK 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 competition.

The IDK technical inspector works independently of IDK and is solely authorized to approve/reject competition vehicles at each event. Their decision is final. In the event of a collision/incident the IDK technical inspector must review the vehicle and decide on the eligibility to continue. Their decision is final and cannot be overturned.

All competition cars must be in accordance with IDK vehicle safety regulations at all times during an event.

# 1. VEHICLE ELIGIBILITY

**[1.1]** Eligible models must be considered a "production vehicle". Eligible body styles include: coupe, saloons, convertible, wagon and "UTE" style. Vehicles must maintain the original steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points. Vehicles that do not meet the above eligibility criteria must petition for approval from IDK.

# 2. PARTICIPANT OBLIGATIONS

**[2.1]** Participants must take whatever steps requested by a IDK 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, inspection ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like.

# 3. VEHICLE DAMAGE

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

# VEHICLE AND DRIVER REGULATIONS

## 1. CHASSIS MODIFICATIONS

**[1.1]** The original chassis rails, from most forward suspension or sub frame mounting point to most rear-ward suspension or sub frame mounting point must remain original (OEM) and completely unmodified.

**[1.2]** FF/MR drive-train vehicles are not permitted to enter any IDK events.

**[1.3]** All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.

**[1.4]** 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 rear ward 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.

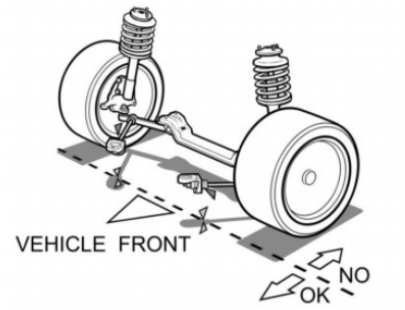



Figure 1

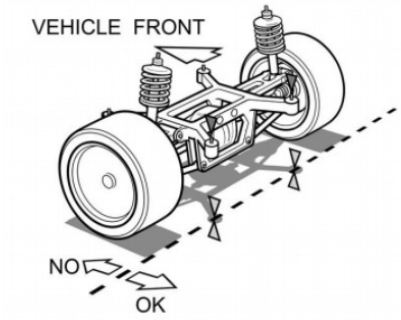



Figure 3

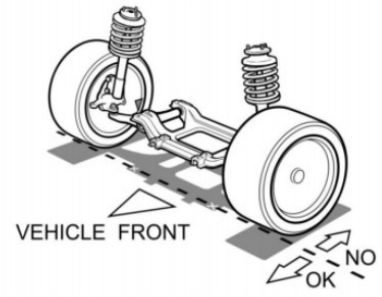



Figure 2

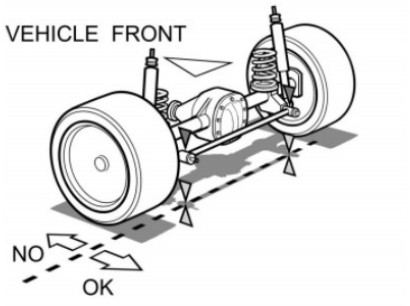


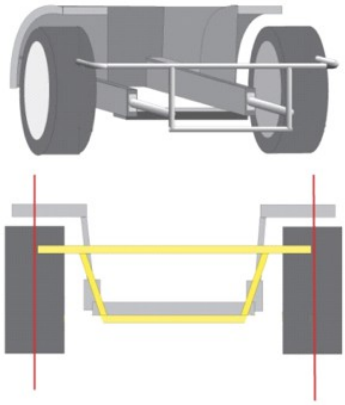

Figure 4

**[1.5]** Gearbox tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel or driveshaft tunnel. The vertical plain of the crankshaft (where the flywheel bolts to the crankshaft) may not pass the original (OEM) most rear-ward 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.

**[1.6]** Tube-frame/space-frame chassis-type vehicles are not permitted in IDK 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 rear-ward suspension or sub frame mounting points.

**[1.7]** Front and rear wheel tubing is permitted.

**[1.8]** Bumper support bars front and rear are permitted. They must attach directly to the chassis legs and be made from a maximum 25x2.5mm mild steel, aluminium, or stainless tube. Also allowed is a rectangle shaped Aluminium Structure of maximum 100 x 50 x 3mm. The width of the bumper support bars may not extend beyond the centre of the wheel when looking from the front or rear of the vehicle. They must be of clean construction and not have any sharp edges or forward facing bars.



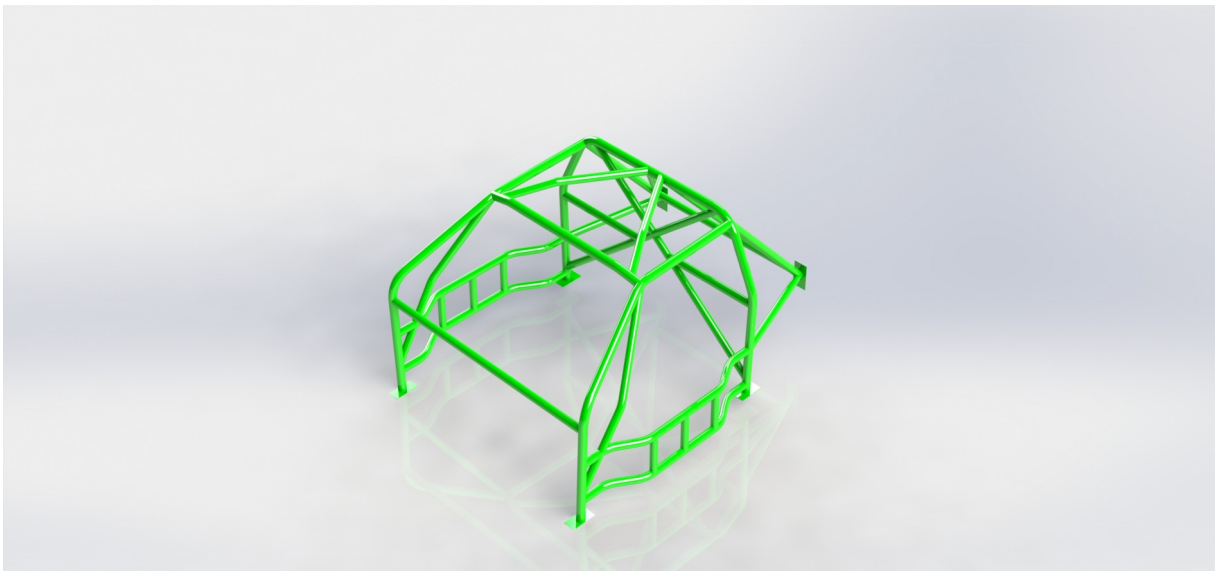
**[1.9]** The OEM firewall between the cockpit and engine compartment must be intact to prevent the passage of fluid, flame or smoke from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size (e.g. the passage of controls and wires) and must be completely sealed. Any unused holes must be welded or sealed.

**[1.10]** Front and rear towing hooks must be present and clearly marked. 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.

**[1.11]** Seam welding the unibody is permitted.

# 2. ROLL CAGE CONSTRUCTION

**[2.1]** All competing cars must be equipped with a welded roll cage structure, bolted roll cages are not allowed. The roll cage must be welded to the chassis as well. If the roll cage is bolted to the chasis the car is not allowed to compete. Welded floor plates + bolts as in the FIA regulations are allowed. The rollcage must be welded to floor plates (mounting plates)/floor boxes (mounting boxes) see point [2.12]. All competing cars must be equipped with a 6 point or better roll cage.
**[2.2]** All roll cages must be manufactured from seamless T45 or cold drawn steel tubing.
**[2.3]** 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.
**[2.4]** 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.



**[2.5]** Joints must be notched and form fit properly, with no flat or crimped joints of any kind.

**[2.6]** 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.

**[2.7]** The main hoop must be one continuous length of tubing with maximum of four bends. 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.

**[2.8]** Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joints and must not have more than three bends. 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.

**[2.9]** Front legs that bend around the dashboard (dash-dodgers) are not permitted under any circumstance. The a-pillar bar must go through the dashboard.

**[2.10]** 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 (Nascar Doorbars), or alternatively an 'X' door bar. If a vehicle has 'X' door bars and non-continuous pieces (e.g. top and bottom as opposed to traditional 'X') top and bottom gussets must be used and be of a satisfactory standard.

**[2.11]** 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.

**[2.12]** Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² / 125cm² surface area, e.g. (5"x 4" plate/ 125mmx100mm). The mounting plates/mounting boxes must be welded all arround to the chassis, no bolted plates allowed.

**[2.13]** Additional bracing is permitted but must be of the same quality as the rest of the roll cage structure. Any design outside of the parameters stated must be inspected and approved for logging by the IDK technical inspector.

**[2.14]** The main hoop must contain the harness bar for the driver, the harness bar can be bended 2 times and must be at least 38x2.5mm seamless tubing. It can be bended outside of the main hoop so it is behind the main hoop up to 20cm. Make sure the harness bar is installed/welded to the correct height see point [3.3] e.).

# 3. ADDITIONAL SAFETY REQUIREMENTS

### [3.1] CONVERTIBLE VEHICLES

Covertible vehicles are permitted but must use a hardtop. The vehicle must also have 'X intrusion bars as part of the roll cage.

### [3.2] SAFETY HARNESS

A 5-point or better safety harness with FIA or SFI approval (not older than 5 years) must be installed in both driver and passenger seat (if passenger seat is installed during the event). The width of the seat-belt must be at least 3 inches, and the buckle must be quick release. Belts with just 2 inches are allowed in case of a HANS approved device only.

### [3.3] SEATS

a) All bucket seats must be FIA /SFI approved and the expiration date of the approval not older than 5 years. The seat must be mounted on non moveable/adjustable seat mounts and secure. Recliners are not permitted.
b) A 5-point or better safety harness or HANS-approved harness must be installed in driver seat. The width of the seat-belt must be at least 3 inches, or 2 inches in the case of a HANS-approved device only, and the buckle must be quick release.
c) There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.
d) All seat belt systems are to be mounted according to the manufacturer's instructions.
e) Only separate shoulder straps are permitted. The shoulder harness shall be mounted as closely behind the seat back as possible. The shoulder harness shall be above a line drawn upward or downward from the shoulder point at an angle of no more than 15-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.
f) 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.
g) Passenger seats must be removed.

### [3.4] IGNITION

Ignition steering lock mechanisms must be removed.

### [3.5] BATTERY

Batteries must be securely fastened with the positive terminal insulated and if located within the cockpit fully covered (fire-walled).

## [3.6] FIRE EXTINGUISHER SYSTEMS

a) All vehicles must have an on-board fire extinguishing system, with a minimum capacity of 2kg/2 litres.
b) The bottle must be mounted so that it can be removed easily for inspection or use.
c) Plumbed-in fire-extinguishers are mandatory.
d) If a plumbed in fire-extinguisher is fitted, 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.
e) All fire systems shall be serviced and rectified every two years, proof of which should be shown on the bottle.

## [3.7] BRAKE SYSTEM

a) Brakes must be in perfect working order. Anti-lock brakes are non-compulsory and may be removed. Both front and rear brakes will be checked at IDK technical inspection. The primary brake system must work on all 4 wheels.
b) Brake bias modifications and controllers are permitted.
c) Rear brake lights must be present and in perfect working order at all times. They must be located below the rear windscreen. Rear LED brake strip lights are permitted but they must be a minimum of 50cm in length.
d) All vehicles must have a front-facing LED brake light fitted to the top of the windscreen. This must indicate front-brake pressure only.
e) Any vehicle without working brake lights will be immediately disqualified. Damaged light strips with over 50% not functioning will need to be replaced prior to competition.

## [3.8] NITROUS SYSTEMS

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 bottles 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).

## [3.9] WHEELS AND RIMS

a) Front Wheels need to have a contrasting color on a specific portion (e.g. 1 spoke for 5-spoke wheels and 2 spokes for 12-spoke wheels) of each wheel during practices, qualifying and competition.
b) 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. Tire pressure release valves are not permitted.
c) Factory wheels may be replaced with aftermarket wheels.
d) Attaching tyres to rims with, for e.g. beadlocks, wheel screws etc. is prohibited.

**[3.10] ELECTRICAL CUT-OFF**

All competition vehicles must be fitted with electrical cut-off switches, internal and external.

**[3.11] WINDOWS**

a) Windscreens must be OEM glass or lexan/polycarbonate replacement with a minimum of 6mm thickness.
b) Lexan windscreens with a thickness below 6mm, 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 a minimum thickness of 3mm and securely bolted in place.
d) Side windows shall have a window net, OEM glass, or a piece of lexan/polycarbonate in place of both front window openings whenever the vehicle is on-track.
e) 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.
f) Where OEM glass side windows are used, clear film must be present on the inside of these windows.
g) 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.
h) Competitors with convertible vehicles must use arm restraints.
i) Vehicles must have a functioning windshield wiper.

**[3.12] 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.

**[3.13] ENGINES AND TRANSMISSIONS**

a) Engine substitutions and modifications are free, but may only run on petrol, diesel, bio-ethanol and race fuel. All other fuels require pre approval from IDK.
b) All fluid systems must be free of leaks.
c) All vehicles must be equipped with a functioning reverse gear.
d) Transmission ans/or final drive modifications are free, but only the rear wheels may propel the vehicle.

**[3.14] EXHAUST SYSTEM AND NOISE LEVEL**

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.
As an recommendation you should apply 102db at 4000rpm.

**[3.15] 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.
j) Every Car has to run an underglow system as this has to be used during the night driving.

**[3.16] 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 center 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) If the fire system activation switch used by the driver is located within 12” of one of the front door window openings a second fire system activation switch is not necessary.
e) Otherwise, a second fire system activation switch/apparatus must be fitted for external access.
f) The approved locations for the second switch are along the A-pillar or on the windshield cowl in close proximity to master electrical cut-off switch.
g) 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.

**[3.17] SAFETY PINS**

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

# 4. AERO MODIFICATIONS

**[4.1]** Aftermarket body panels are permitted and free to modify. 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. Unpainted fiberglass panels are not permitted and will fail technical inspection. If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.

**[4.2]** Competitors are permitted to remove body panels for practice only. All body panels must be fitted/present/repaired for the first run of class qualification.

**[4.3]** All hoods and deck lids must be adequately and securely fastened. A minimum of two bonnet pins must be fitted and the stock latch disabled.

**[4.4]** The IDK technical inspector has the right to uninstall exterior parts when judged hazardous or un-stable.

# 5. FUEL SYSTEM / OIL SYSTEM / COOLING SYSTEM

**[5.1]** Fuel filler caps must be securely fastened at all times.

**[5.2]** 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 (no welds inside the passenger compartment) or braided hose, fitted on the passenger side of the vehicle and secured every 25 cm 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. Aftermarket fuel cells must have a non-return valve on the breather.

**[5.3]** Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the drivers compartment. Any Fuel cells that are not originally part of the chassis or not FIA approved are not allowed. Aftermarket Fuel cells made of Aluminum or Steel are prohibited. Strongly recommended are FIA and SFI approved Fuel Cells.

**[5.4]** All external fuel pumps must be covered against impact.

**[5.5]** No fluid leaks of any kind will be tolerated at an IDK event.

**[5.6]** Any grade fuel may be used in competition.

**[5.7]** Rear mounted radiators are allowed but must be outside the confinements of the drivers compartment, separated with a fully sealed firewall. If cooling system lines are routed within the drivers compartment they must be one continuous line and free of joiners between each firewall.

**[5.8]** Oil systems modifications are free but must be fully closed and free of leaks. 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. 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.

# 6. TYRE RESTRICTIONS

**[6.1] PRO CLASS**

a) Race tyres including slicks and cut slicks are not permitted.
b) Rear tyres:
In PRO Class drivers can use Semi-slick tyres. Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in Europe. Vehicles may only run a maximum rear tyre-width of 265mm. A driver may request a greater rear tyre-width (non-semi slick/road-pattern only) and these requests will be evaluated on a case-by-case basis. No driver is permitted to run a +265mm tyre without prior IDK approval. Failure to notify IDK beforehand will lead to disqualification during/after competition.
c) Front tyres:
Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in Europe.

The following manufacturers and models are allowed to be used on the rear axle during the IRON DRIFT KING 2024 competition:
1. Zeknova: Supersport RS TW240
2. Zestino: Gredge 07R TW240
3. Zemerald: Zemerald 280TW

All drivers must dispose of their own tyres after competition (if not provided by IDK) or face a fine of €250.

**[6.2] PRO 2 CLASS**

a) Race tyres including slicks and cut slicks are not permitted.
b) Rear tyres:
PRO 2 is allowed to use Semi-slick tyres and non Semi-slick street tyres. Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in Europe. Vehicles may only run a maximum rear tyre-width of 265mm. A driver may request a greater rear tyre-width (non-semi slick/road-pattern only) and these requests will be evaluated on a case-by-case basis. No driver is permitted to run a +265mm tyre without prior IDK approval. Failure to notify IDK beforehand will lead to disqualification during/after competition. There is no tread-wear limit on rear tyres.
c) Front tyres:
Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in Europe.

All drivers must dispose of their own tyres after competition (if not provided by IDK) or face a fine of €250.

# 7. SUSPENSION / FRONT AXLE

**[7.1]** 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 IDK technical inspector prior to an event and the IDK technical inspector will assess the quality of the conversion at technical inspection.

**[7.2]** All original suspension mounting points must be used, within the [7.1] 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.

**[7.3]** Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the IDK technical inspector.

**[7.4]** Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be pre-approved by the IDK technical inspector.

**[7.5]** Aftermarket coil-over suspension is permitted.

**[7.6]** Front suspension turrets must remain in the OEM position in the chassis and may not be removed, replaced or relocated.

**[7.7]** 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.

**[7.8]** Aftermarket front tension rods are permitted. Bolt on aftermarket front tension rods are an exception to the [7.1] rule.

**[7.9]** 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 IDK technical inspector.

**[7.10]** Anti-roll bars and anti-roll bar mounts are free for modification.

**[7.11]** Front sub-frames/cross members are free for modification.

**[7.12]** 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 [7.1] rule.

# 8. SUSPENSION / REAR AXLE

## [8.1] 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 [7.1] rule but may not breach the [1.1] rule.
c) The original floor may be modified to fit axle link boxes as long as they do not breach the [1.1] 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 [1.1] 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 [1.1] rule.
g) Rear suspension turrets are free for modification as long as they do not breach the [1.1] rule.

## [8.2] 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 [1.1] rule.
d) Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the IDK 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.

# 9. DRIVER REGULATIONS / SAFETY EQUIPMENT

All participating drivers must wear the following items when entering any IDK event or demonstration. Drivers must wear full race gear to technical inspection at each event. IDK marshals will inspect race gear throughout an event to ensure compliance. No bare skin should be showing at any-time.

**[9.1]** Racing Suit: Fire proof material, single layer minimum. Kart suits are not permitted. Valid FIA or SFI certification.

**[9.2]** Racing Gloves: Fire-proof material. Valid FIA or SFI certification.

**[9.3]** Vest: Fire-proof material.

**[9.4]** Racing Shoes: Fire-proof material. Valid FIA or SFI certification.

**[9.5]** Racing Socks: Fire-proof material. Valid FIA or SFI certification.

**[9.6]** Racing underware: Fire-proof material Valid FIA or SFI certification.

**[9.7]** Certified Helmet: Full face. Valid FIA or SFI certification. A fire-proof balaclava is required for an Open-Face helmet.
FIA – 8860-2004, FIA-8860-2010
Snell Memorial Founation – SA95, SA2000, SA2005
SFI Foundation – Spec 31.2, Spec 31.1A, Spec 31.2A
British Helmet Standard – BS6658 Type A/FR, BS6658-85 Type A

**Any helmets falling outside the scope of these standards must be pre-approved for use by the series.**

**[9.8]**
a) A Head and neck restraint, model SIMPSON Hybrid certified in accordance with SFI 38.1, FIA 8858-2010 is required. A Second option is a traditional HANS System in accordance with FIA 8858-201 and in combination with a seat that has head restraint wings.
b) After any significant impact, it is recommended that the device tether be replaced.

# 10. BRANDING

**[10.1]** IDK visors, door cards and driver numbers must be placed on all competing vehicles and must remain present during all stages of practice and competition. Failure to display IDK visors, door cards or driver numbers may result in disqualification.

**[10.2]** IDK reserves the right to apply IDK or official IDK sponsorship branding to each vehicle in designated areas. Failure to display compulsory IDK sponsorship branding may result in disqualification.

**[10.3]** Championship branding (which is not related to IDK) must be removed/covered prior to technical inspection at every IDK event. This includes visors and door numbers.

**[10.4]** Branding deemed inappropriate (by the IDK) may result in disqualification.

# IN CONCLUSION

## QUESTIONS

For questions in relation to these IDK Vehicle and Driver Regulations, please find contact details for relevant IDK personnel below.

**Marcel Uhlig**
*IDK Sports Director*
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**Markus Bruhn**
*IDK General Manager*
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## APPEALS

Any driver who's vehicle does not meet the competition vehicle regulations set out within this document, but still wishes to compete in the IDK in the aforementioned vehicle, must appeal to the IDK well in advance of the competition event in which he/she wishes to compete in.

The decision to accept or reject any such appeal will be at the full discretion of the IDK and appeals will only be accepted in exceptional circumstances.

## COPYRIGHT