

DRIFT TECHNICAL REGULATIONS PROJECT (UK VERSION)

This regulation concerns cars in the PRO/ELITE category. It is optional for the LEISURE category whose cars may be stock or modified according to this regulation.

ARTICLE 1. ADMITTED CARS

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THE EXISTING DIFFERENCES BETWEEN THE 2023 AND 2024 REGULATIONS ARE DUE TO THE MODIFICATION, DELETION, OR CREATION OF THE FOLLOWING ARTICLES:

Art.4 Special Note **Application 01/01/2024**

Art.7 Specifications **Application 01/01/2024**

*Modifications appear in **bold italics and underlined.***

ARTICLE 1. ADMITTED CARS

Touring car derived from road homologation.

Grand Touring car derived from road homologation.

Australian road-homologated pickups of the "Sport UTE Range" type are authorized.

ARTICLE 2. ROLL CAGE

LOISIR Category:

A safety roll cage is not mandatory for cars competing in the LOISIR category. A car equipped with a roll cage that does not comply with current technical regulations cannot compete in LOISIR category competitions.

PRO/ELITE Category:

The minimum configuration of a safety structure is defined by a roll cage meeting FIA standards.

Minimum 6 points complying with Article 253-8 of Appendix J regulations.

- A cross or at least one door bar on the driver's side
- A rear diagonal starting from the top of the roll cage downwards; it is possible to create a cross
- Japanese homologated Drift roll cages are prohibited since January 1, 2016.

Examples of possible roll cage and door diagonals:

Main hoop \varnothing 45 thickness: 2.5 or \varnothing 50 thickness: 2 - Secondary tube \varnothing 38 thickness: 2.5 or \varnothing 40 thickness: 2.

Example of materials: Cold-drawn FE45 steel (stronger and lighter, in accordance with the latest FIA standards).

Installation of FIA foam is mandatory in areas where the driver's body may come into contact with the roll cage.

(See Appendix 253-8.3.5 FIA Appendix J)

ARTICLE 3. NOTE ART.6 VALID FOR ROLL CAGES

ASN-homologated safety structures are authorized.

A modification for driver protection at the door level is allowed (see the side protection note).

If this same roll cage has a diagonal with a high section opposite the driver, it is advisable to add another diagonal to create a cross.

A standard roll cage may pass in front of or through the dashboard provided it does not have a counter bend at the bottom of the windshield to descend vertically to the floor.

VARIOUS STANDARDS

Roll cages must have the indicated diameters:

Main hoop \varnothing 50 thickness: 2 or \varnothing 45 thickness: 2.5.

Secondary tubes \varnothing 40 thickness: 2 or \varnothing 38 thickness: 2.5.

(Secondary tubes are the various tubes that extend from the central hoop)

MATERIALS

Cold-drawn FE45 or ST45 DIN 2391 steel.

This material must be used for constructing a roll cage.

FUNDAMENTAL DESIGN ELEMENTS

The primary purpose of the cage is to protect the occupant in the event of a rollover, collision with an obstacle, or impact from another car. It **MUST** be designed to withstand compression forces due to the car's weight on the rollover structure and to support front/rear and lateral loads resulting from the car sliding along its rollover structure.

The front tubes and parts of the main roll cage that could contact the occupant's helmet (when seated normally and restrained by a seat belt or shoulder harness) must be padded with a non-elastic material. Ethafoam® or Ensolite® or other similar material, with a minimum thickness of 12mm, is required. It must comply with SFI 45 specifications.

GENERAL CONSTRUCTION

All protection cages must be fixed to a single main roll hoop made from a single piece of tubing (no joints) with regular curves and without kink or weakness in the wall. The radius of the cage's roll hoop curves must not be less than three (3) times the tubing diameter.

Welds must be made by a qualified professional. Welds must be continuous around the tubular structure. All welds must be visually inspected and are acceptable if the following conditions are met:

- The weld is free of cracks
- Fusion is complete between the weld metal and the base metal
- All craters must be filled to the weld's cross-section
- "Undercut" must not exceed 0.01 inches in depth

The welding technique with aluminum bronze or silicon bronze is permitted, but extreme care must be taken in preparing the parts before bronze welding and in the design of fastening joints (some roll cages connect the shock absorber towers).

INSPECTION HOLE

An inspection hole of at least 5mm in diameter, but not exceeding 6mm, must be drilled in a non-critical area of all tubing to facilitate verification of wall thickness.

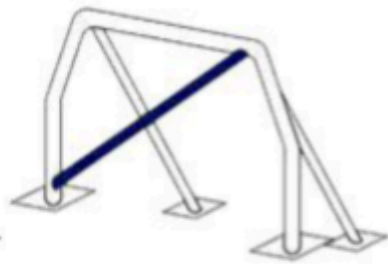
MAIN ROLL HOOP

The main roll hoop (behind the driver) must cover the full width of the driver's or passenger's compartment and be as close as possible to the roof with a maximum of 4 bends, totaling 180 degrees \pm 10 degrees. The main roll hoop must originate from the car floor.

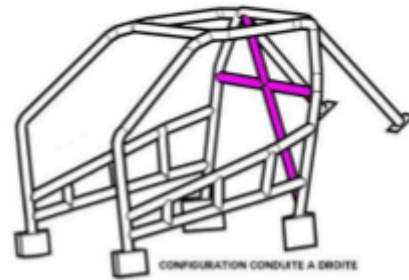
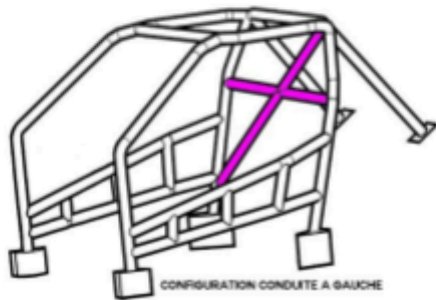
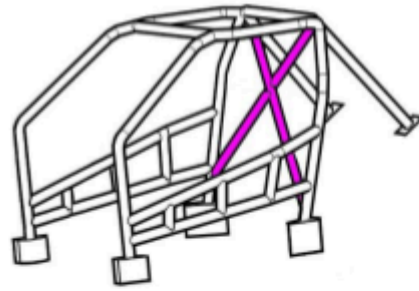


The main roll hoop must incorporate a lateral diagonal brace to prevent lateral twisting of the hoop. The installation of additional reinforcement bars within the cage structure is authorized and not limited.

A section of tubing equal to the roll cage must be installed horizontally from the main hoop to the diagonal brace behind the driver's seat. This tubing must not exceed shoulder height and must continue from the diagonal brace to the pillar of the main hoop on the passenger side. A cross in the roll hoop is possible and even recommended.



253-5

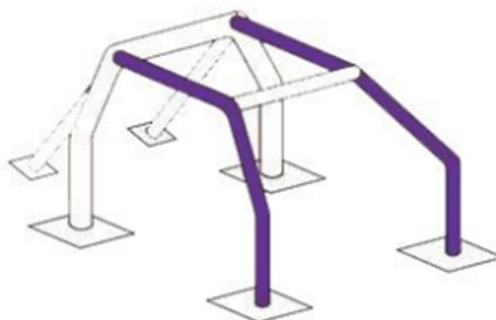


Front and Side Roll Hoops

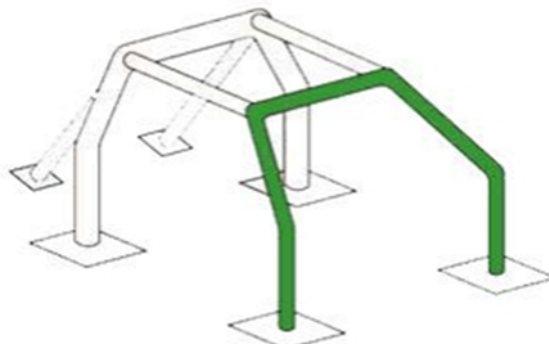
The front and side roll hoops, or down tubes, **start** at the floor.

Several configurations are possible

Side Roll Hoop Configuration: They connect directly to the floor of the occupant's compartment and continue in a single piece to connect to the main hoop. If side roll hoops are used, they must be connected by a single horizontal tube at the top of the windshield with a maximum of 4 bends totaling 90 degrees \pm 10 degrees.



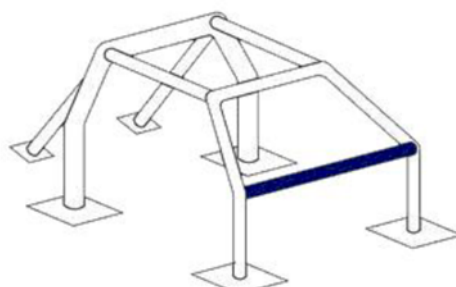
Front Roll Hoop Configuration: A front roll hoop connected to the floor on both sides of the compartment and following the line of the front pillars, made from a single piece, can be used. A front roll hoop must be connected at the top by horizontal bars and join the main hoop on each side above the doors with a maximum of 4 bends, totaling 180 ± 10 degrees.



Halo Configuration: A roof roll hoop (halo) follows the roofline, composed of a single piece from each side of the main hoop along the top of the doors and windshield. A HALO must be connected to the floor by a vertical tube following the line of the front pillars with a maximum of 4 bends totaling $180 \text{ degrees} \pm 10$ degrees, and a maximum of 2 bends allowed on the vertical tube.

The front, side, or vertical roll hoops may extend over the full length of the dashboard, including the front part of the door panel if it is an extension of the dashboard.

A horizontal knee protection bar is recommended between the front braces of the cage and the dashboard area for all configurations. (See drawing 253-29)



253-29

Rear Roll Hoop Supports

The main roll hoop has two braces extending rearward and connected to the frame or chassis.

- The braces must be connected as close as possible to the top of the main hoop and less than 15 cm below the roof, at an angle of at least thirty (30) degrees.
- No bends are allowed in the rear braces.

- Adding an "X" inside the supports is recommended; it should be as close as possible to the main hoop and, likewise at the bottom, as close as possible to the anchorage plates of the rear supports of the roll hoop. There must be no bend in this reinforcement.

Additional Bracing or Reinforcement

Additional bracing or reinforcement is authorized. (See FIA Appendix J Article 253-8)

Roof Reinforcement

Adding a roof reinforcement is advised.

The safety cage may be reinforced with braces according to one of the drawings 253-12, 253-13, and 253-14. (See FIA Appendix J 253-8.1.2.1.3)



The ends of the braces must be less than 100 mm from the junctions between the roll hoops and braces of the basic structure (not applicable at the top of the V formed by the reinforcements in drawings 253-13 and 253-14).

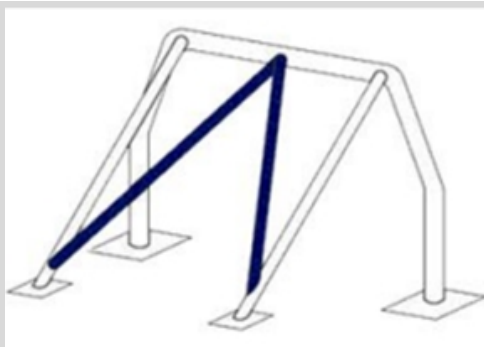
Junction of the Tubes at the Top of the V:

If the tubes are not connected, the distance between them must not exceed 100 mm at their junctions with the roll hoop or the transverse brace.

CLARIFICATION NOTE

In the case of using Drawing 253-14, the configuration of Drawing 253-22 is mandatory for the rear backstays.

The configuration of Drawing 253-22 can only be used if a roof reinforcement compliant with Drawing 253-14 is employed.



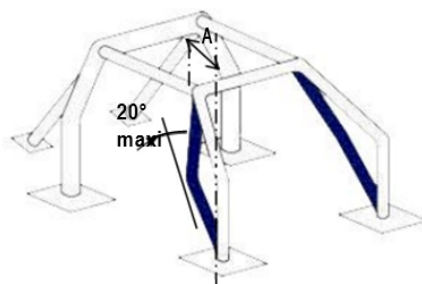
253-22

Windshield Pillar Reinforcement

The addition of windshield pillar reinforcements is recommended.

They must be mounted on each side of the front roll hoop if dimension "A" is greater than 200 mm (Drawing 253-15).

They may be bent provided they are straight in side view and the bend angle does not exceed 20°.



253-15

Their upper end must be within 100 mm of the junction between the front (lateral) roll hoop and the longitudinal (transverse) member.

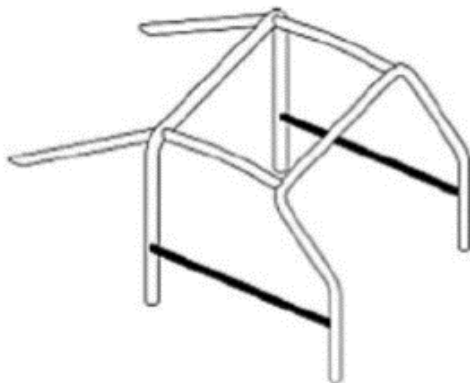
Their lower end must be within 100 mm of the (front) anchorage foot of the front (lateral) roll hoop (see Drawing 253-52 for measurement).

CLARIFICATION NOTE

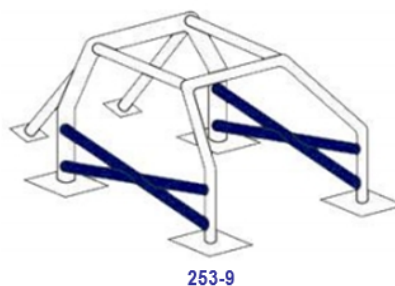
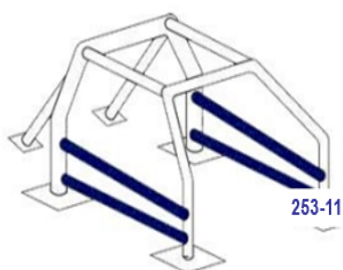
The connection of the windshield pillar reinforcement to the door bars (Drawing 253-09) is authorized. If there is an intersection between this reinforcement and the door bars, it must be divided into several parts and reinforced with a minimum of 2 gussets in accordance with Article 253-8.2.14.

Side Protection

Mandatory for all types of structures (standard definition or homologated). All cars must have at least one side bar in each front door opening.

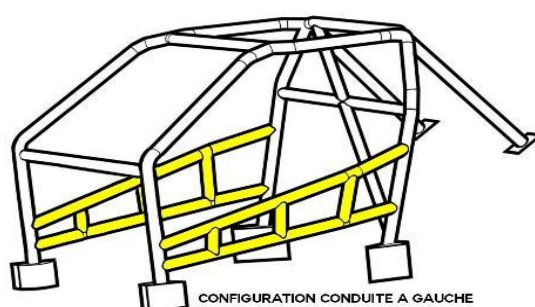
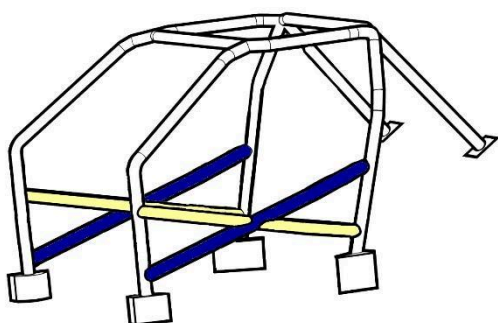


The door bars may be parallel (Diagram 253-11) or in the form of an "X" (Diagram 253-9).



At least one of the two bars of the "X" must be in a single piece. If the two door bars do not intersect in the form of an "X", a minimum of two vertical tubes must be joined to the two side bars.

Teams may also choose to install a second double row of horizontal bars parallel to the inner bars that extend to the outside of the door, also known as "NASCAR-STYLE" bars.



In this configuration, the outer bars must also be joined by a minimum of **two (2)** vertical tubes connecting the upper and lower bars. The inner door panel and the inside of the door may be removed.

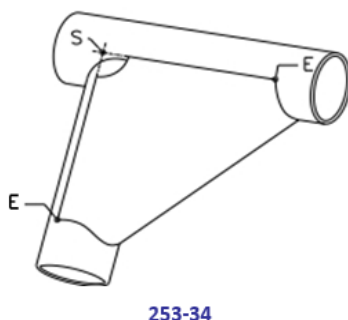
Gusset

Elbow or junction reinforcement made of U-shaped folded sheet metal (drawing 253-34) whose thickness must not be less than 1.0 mm.

The ends of the gusset (point E) must be located at a distance between 2 and 4 times the outer diameter of the largest of the joined tubes, relative to the apex of the angle (point S).

A cutout is allowed at the apex of the angle, but its radius (R) must not exceed 1.5 times the outer diameter of the largest of the joined tubes.

The flat faces of the gusset may have a hole whose diameter must not exceed the outer diameter of the largest of the joined tubes.



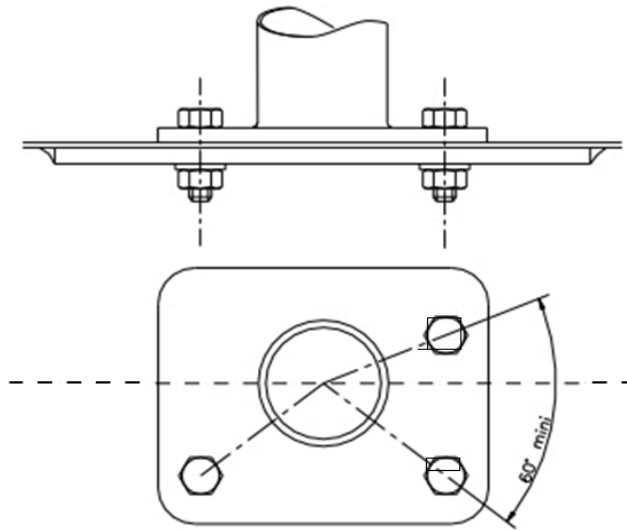
Mounting Plates

Each anchorage foot must be secured by at least 3 bolts on a steel reinforcement plate welded to the shell, with a minimum thickness of 3 mm and a minimum area of 120 cm².

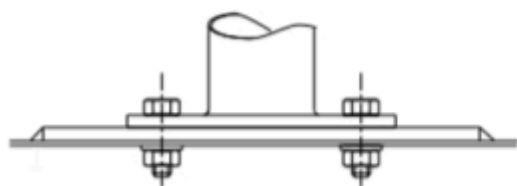
The area of 120 cm² must be the contact surface between the reinforcement plate and the shell.

Examples according to drawings 253-50 to 253-56. (Article 253-8 APPENDIX J FIA)

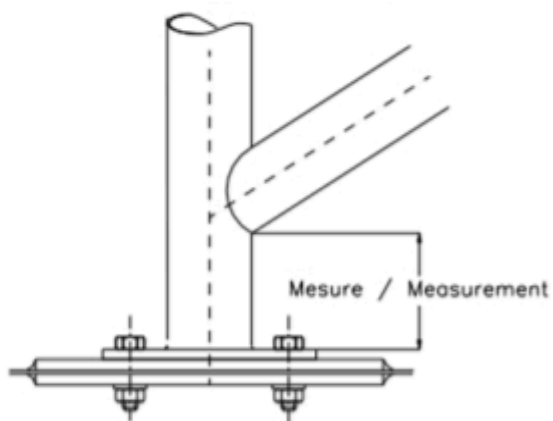
The mounting plates may be fully welded to the vehicle structure.



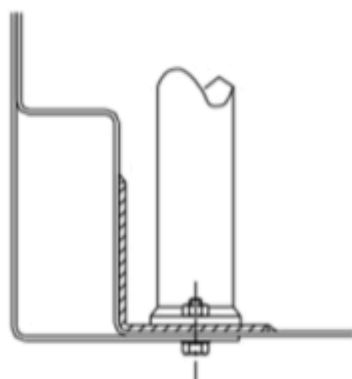
253-50



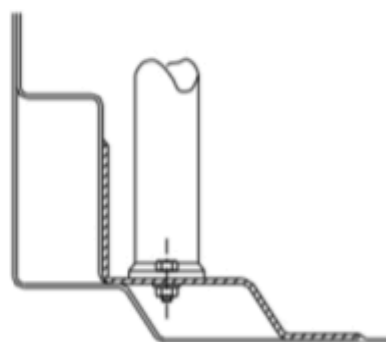
253-51



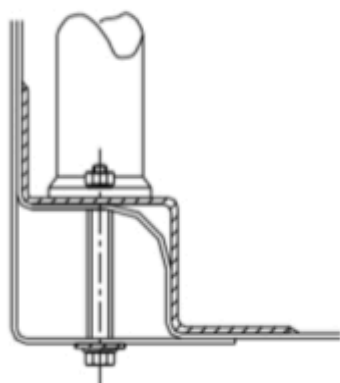
253-52



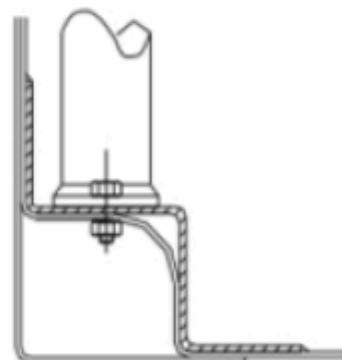
253-53



253-54



253-56



253-55

For drawings 253-50 and 253-52, the reinforcement plate does not necessarily need to be welded to the shell.

In the case of Drawing 253-54, the sides of the anchorage point may be closed off by a welded plate.

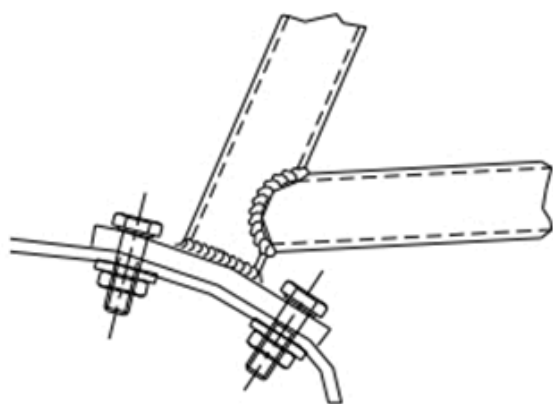
The mounting bolts must have at least a diameter of M8 and a minimum quality of 8.8 (ISO standard).

The fasteners must be self-locking or equipped with lock washers.

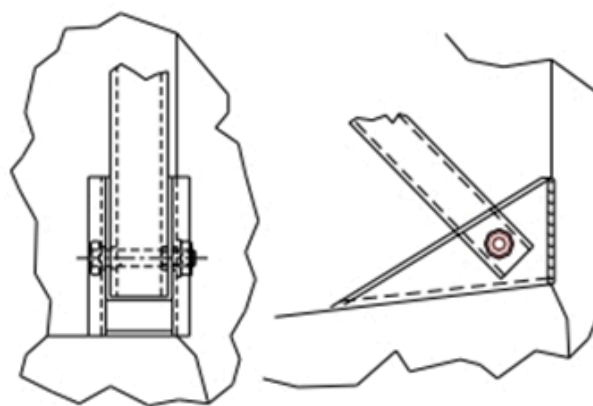
The angle between two bolts (measured relative to the axis of the tube at the foot level, see 253-50) must not be less than 60 degrees.

Rear Backstay Anchorage Points

Each rear backstay must be fixed by a minimum of 2 M8 bolts with anchorage feet having a minimum area of 60 cm² (Drawing 253-57), or fixed by a single bolt in double shear (Drawing 253-58), provided it is of adequate section and strength and on condition that a bush is welded into the backstay.



253-57

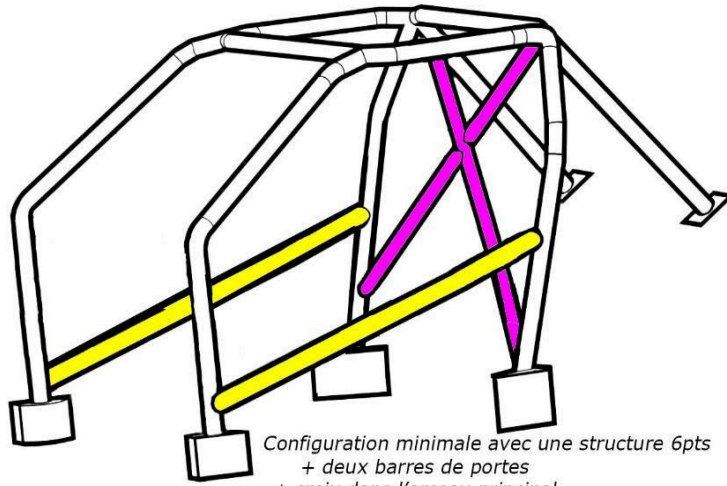


253-58

Minimum Configuration of the Safety Cage

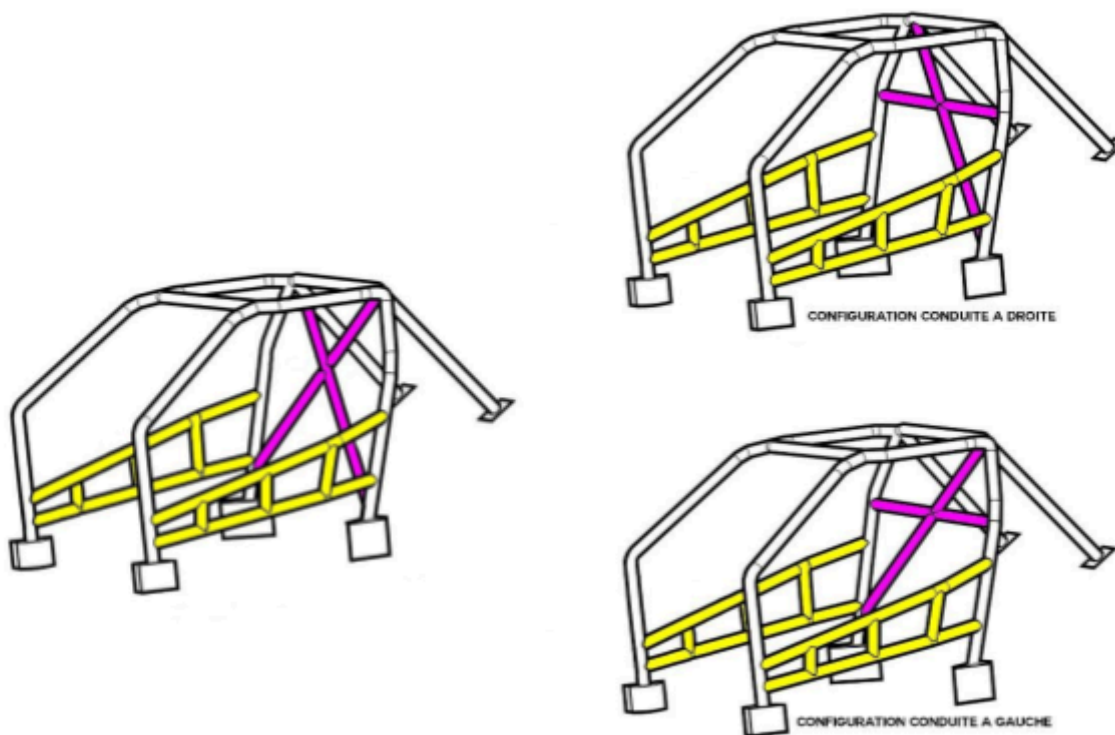
The minimum configuration of a safety cage is defined as follows:

- The basic structure may differ in accordance with Article 8.3.1.
- The door braces and the roof reinforcement may differ in accordance with Articles 253-8.3.2.1.2 and 253-8.3.2.1.3 of **FIA APPENDIX J**.



Configuration minimale avec une structure 6pts
+ deux barres de portes
+ croix dans l'arceau principal

Exemple possible d'arceau avec protection latérale « Style NASCAR » :



ARTICLE 4. SPECIAL NOTE

Vehicles that have already passed technical inspection cannot undergo modifications during the event without consulting the technical inspector.

Structures with a main roll hoop of \varnothing 40 mm thickness: 2 mm are prohibited.

Roll cages of \varnothing 40 mm with a rounded shape avoiding the dashboard are no longer accepted.

The modification must be made on both sides of the vehicle.

Water spraying is prohibited.

Seat

PRO/ELITE Category:

- Seats and their installation must comply with current FIA standards (see Article 253-16 of FIA Appendix J).
- Passengers will no longer be accepted during practice in competition.
- Japanese homologated seat (Bride) is accepted.
- Seats with head protection are recommended.

LOISIR Category:

- A car in the LOISIR category may be equipped with bucket seats. In this case, the installation of the bucket seats must comply with the technical regulations provided for PRO/ELITE category cars and be equipped with safety harnesses.

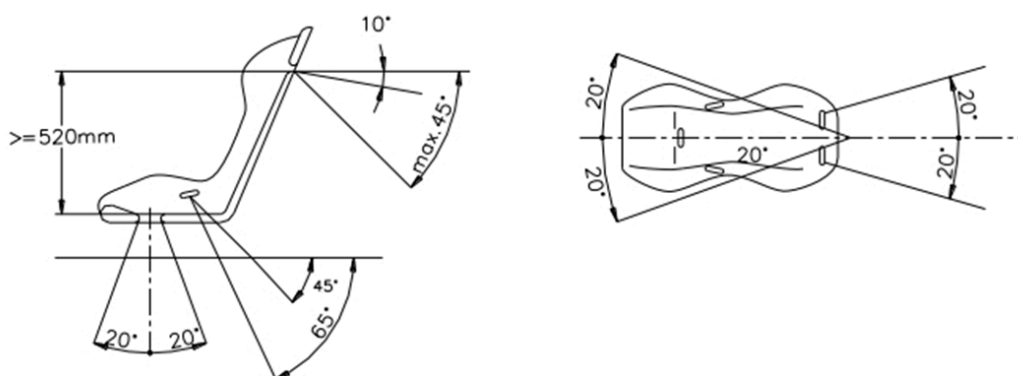
Harness

PRO/ELITE Category:

- Installed harnesses must be at least 4-point type with aviation-style rotary buckle, FIA standards 8854/98 and 8853/98.
- 5-point harnesses are recommended.

LOISIR Category:

- A car in the LOISIR category may be equipped with harnesses if it is equipped with a bucket seat. In this case, the installation of the harnesses must comply with the technical regulations provided for PRO/ELITE category cars.



253-61

It is prohibited to attach safety harnesses to the seats or their supports. A safety harness can be installed on the anchorage points of the production car. The recommended geometric locations for the anchorage points are shown in drawing 253-61. (See Article 253-6 **APPENDIX J FIA**).

Windows

PRO/ELITE Category:

- **Windshield:** May be laminated glass or Lexan.
- **Other Windows:** Mandatory shatterproof film on OEM windows (FIA Appendix J Art. 253-11.1).

Lexan or Mangard (3 mm thickness) are authorized.

- **Windows must be fully closed or fully open** (if a safety net compliant with FIA standards is present).
- The attachment of nets must comply with FIA recommendations (FIA Appendix J Art. 253-11.2).

POLYCARBONATE

Common names: Makrolon, Lexan. "Normally unbreakable," the only authorized product. There is an "anti-scratch" version (e.g., Mangard).

- All open-top cars such as convertibles must have arm restraints or a retention device, i.e., a protective net at roof level or arm restraint devices — **FIA Drift 163.1 Arm Restraints**.
- Tinted front passenger and driver windows are prohibited.
- In the absence of windows, the driver must wear a full-face helmet with the visor closed, as well as a net or an Arm Restraint system.

LOISIR Category:

- **Windshield:** May be laminated glass or Lexan.
- **Other Windows:** OEM windows.

The windshield must be in perfect condition, without cracks or chips. Windows must be fully closed. Whenever a modification is made, it must be done in accordance with the regulations for the PRO and ELITE categories.

Bodywork - Rear Wing

LOISIR/PRO/ELITE Categories:

- A door panel is mandatory inside the original doors to protect against protruding parts.
- Authorized fiber elements: doors, fenders, roof, bumpers, side skirts.
- Rear drive wheels are no longer allowed to extend beyond the bodywork.
- The wing cannot exceed in width the sides of the car vertically aligned with the width of the rear axle.
- It must be removed during events with separating walls or hill climb type events.

Fire Extinguisher

PRO/ELITE Categories:

- Mandatory fire extinguisher minimum 2 kg with pressure gauge, in working condition, checked and/or with a valid date.

The extinguisher must be placed so that it can be quickly removed by the driver or by a track marshal in case of fire.

And/or

An automatic extinguishing system (mechanical or electrical) is **recommended** and **mandatory from 2026**. Manufacturer's installation rules must be followed.

The manual 2 kg extinguisher remains mandatory.

- The control and signaling markings must be placed visibly on the front part of the vehicle on the driver's side.
- All extinguishers must be adequately protected and must be located in the cockpit. In all cases, their mountings must be able to withstand a deceleration of 25 G.
- All extinguishing equipment must be fire-resistant.
- All fire systems must be serviced and inspected at regular intervals.
- Proof of inspection must be printed on the outside of the bottle.

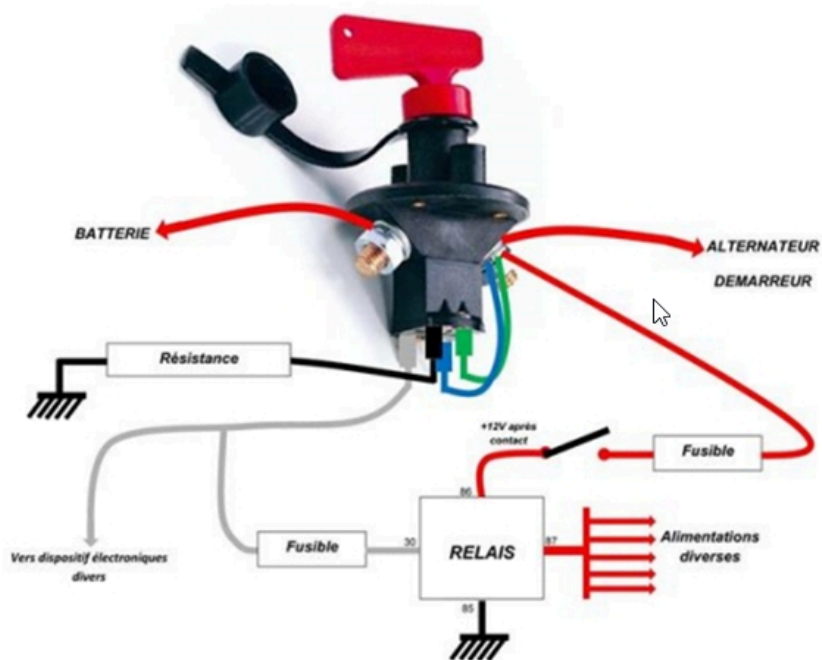
Master Switch

PRO/ELITE Categories:

- The master switch is mandatory, accessible, and visible. It must be able to cut off the running engine and the fuel pump.
- External and internal master switch pull handles are mandatory. They will be clearly identified by a red lightning bolt within a blue triangle with a white border.
- The master switch and extinguisher pull handles, if they exist, will be placed together on the driver's side.
- An electrical model complying with the standards is possible. (Article 253-13 of **FIA Appendix J**)



Schéma de principe COUPE-CIRCUIT



Towing Eyes

PRO/ELITE Categories:

- FIA-standard towing systems are mandatory.
- The vehicle must be equipped with one at the front and one at the rear, either of the foldable ring type not protruding beyond the vehicle silhouette or preferably of the strap type. They must be identified by "Red Arrow" stickers.
- Models fixed on the shock absorber tower are prohibited.
- They must support the traction of the vehicle if said vehicle is in a gravel bed.
- Furthermore, they must be accessible without having to remove part of the bodywork (max 75 mm — FIA Drift 405.1).

LOISIR Category:

- The original front and rear towing hooks of the car are authorized and must be indicated by a red arrow if they are not naturally visible.
- If the car does not have original hooks, an FIA towing system at the front and rear is mandatory.

Mirrors

LOISIR/PRO/ELITE Categories:

- **2 external mirrors** are mandatory, functional with a reflective surface.

- **1 interior mirror** is recommended

Windshield Wipers

LOISIR/PRO/ELITE Categories:

- Front windshield wipers are mandatory and must be in good working condition.

ARTICLE 5. DRIVER SAFETY

Helmet

PRO/ELITE/LOISIR Categories:

- Both "full-face" and "open-face" helmets are accepted.
- Motorcycle helmets are not allowed in the Pro/Elite category.
- Only helmets certified compliant with the following standards are permitted:
 - Snell Memorial Foundation - SA2005, SA2010, SA2015
 - BSI
 - SFI Foundation - Spec 31.1A, 31.2A
 - Standard - BS 6658:85 type A/FR
 - FIA8860 – 2004

A full-face helmet with the visor closed is mandatory, as well as a window net or Arm Restraint for open-top cars like convertibles and cars without driver and/or passenger windows. It is also recommended in closed cars, although jet-type helmets remain accepted.

From January 1, 2025, a full-face helmet with a closed visor will be mandatory for all cars.

Wearing a fireproof balaclava is mandatory.

The RFT system is allowed provided that all the standards described in the FFSA regulations are respected.

Helmets damaged following an accident must be presented by the driver to decide on their condition. Only FIA onboard cameras can be installed on a helmet. High-performance action cameras (such as "GoPro", "Garmin", "Sony", "Olympus", etc.) are prohibited.

Driver Suit

PRO/ELITE/LOISIR Categories:

- A driver suit is mandatory, of fire-resistant or flame-retardant type meeting FIA 8856-2000 standards.
- Nevertheless, the FIA 1986 standard remains valid until further notice.
- Fireproof boots and underwear (long-sleeve t-shirt, long pants, and socks) are mandatory according to current FIA standards.

ARTICLE 6. OBLIGATIONS

Any vehicle at the start must be in proper condition, with body elements correctly attached and no unsecured objects in the cockpit.

Fuel, oil, various liquids, and pipelines must not show any leaks.

Each occupant must wear their equipment such as helmet, suit, etc., during all on-track sessions.

Convertibles registered in the Loisir category must have an original manufacturer or competition safety roll bar.

The driver's window must be fully closed or fully open if an FIA-compliant net is present in the cockpit.

Nothing should be between the roll cage and the shell (cables, pipes, etc.).

ARTICLE 7. SPECIFICATIONS

Starting Mechanism

All vehicles must be equipped with a starter and a battery in good working condition.

A car cannot be started by pushing.

Engine

- No particular restriction on the type of engine from automobile production. A swap (or engine from another brand) is authorized.
- No displacement limit.
- Turbo(s) and/or Supercharger are authorized without restrictor.

Engine Management

No restrictions.

Exhausts

The installation of a muffler on the exhaust line(s) is mandatory.

The exhaust must end under the car pointing downward, and its outlet must not be directed towards the fuel tank or the tires.

Numerous inspections may be carried out.

The maximum authorized noise level is **100 dB at 75% of maximum engine speed**. Any infraction will result in the elimination of the participant if a solution is not found at the start of the event.

Each circuit may conduct random inspections.

Fuel

All types of nitrous oxide (N₂O) are authorized with a single injector anti-lag type usage.

The nitrous bottle(s) located in the cockpit or trunk, properly secured, must be equipped with a pressure relief valve and must have ventilation leading outside the cockpit.

The bottle(s) must bear the CE mark or DOT-1800 pounds (124 bar) and be permanently installed. The solenoid must be connected to the bottle(s) by high-pressure braided steel lines, or of a type approved by the FIA.

The lines may pass through the cockpit with the same standards as fuel lines.

If a purge system is installed, it must under no circumstances be used in the paddocks or in contact with the public.

- **PRO/ELITE:** MANDATORY use of Bio Ethanol E85.
- **LOISIR:** RECOMMENDED use of Bio Ethanol E85.

Fuel Tank

It may be original or FIA-standard if the capacity exceeds 20 liters. The design of the fuel system is free. Fuel tanks according to FIA standards are recommended.

The fuel tank must be separated from the driver's cockpit according to FIA standards.

Fuel tanks must have a valve installed to prevent any spillage in case of vehicle rollover.

The homologation label of the tank must be visible, as well as the homologation sheet or proof.

Fuel Lines

Fuel lines and fittings must be of high-pressure type and installed so as not to interfere with moving parts, be well insulated, and attached to the monocoque structure or chassis.

Fuel lines must comply with FIA standards for passing through the cockpit (including bulkhead fittings). Teams may install a "Dry Break fuel-filler" device in the rear window or rear windshield or trunk lid to facilitate refueling from outside the car.

There must be a flapper valve and a flexible hose between the fuel filler neck and the fuel tank to allow for misalignment of the hose following an accident.

Transmission

Only rear-wheel-drive vehicles are authorized. Modifications to the gearbox or differential are allowed, without modifying the original anchorage points of the differential on the subframe. The floor can be modified for the passage of the differential. The modifications must be partitioned and welded with sheet metal at least identical to the shell.

All vehicles must be equipped with a functional reverse gear.

Gear shifts must be performed by manual action of the driver.

Traction Control

Traction controllers and other unspecified "driver aids" are not allowed.

Wheel speed sensors must be removed.

LOISIR Category: Traction control, if it exists, may be simply deactivated via the OBD without necessarily having to remove the wheel sensors.

Chassis

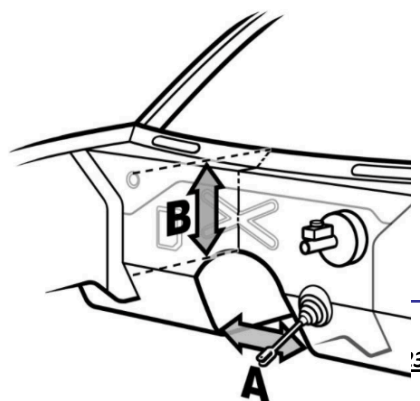
The chassis must be from a production and homologated vehicle, and it may have undergone numerous welding modifications to reinforce it.

The vehicle's chassis, frame, or monocoque structure must not be modified between the vertical surfaces created by the foremost and rearmost original mounting points, unless otherwise specified in these rules.

The floors may be modified without altering the strength of the shell for the installation of a tank, a battery, passages of pipes or cables embedded under the car, or an oil pan.

The trunk floor may be modified.

The wheel arches may be modified.



These modifications must be partitioned and welded with sheet metal at least identical to the shell.

A monocoque structure may have welded seams.

Tubular chassis are not authorized.

From January 1, 2019

No part of the engine may cross the vertical threshold of the original firewall into the transmission tunnel.

Holes made in the firewall must be minimal in size for the passage of components or wires and must be sealed to prevent the passage of liquids or flames from the engine compartment to the driver's compartment.

- The width of the tunnel must not exceed **460 mm**.
- The distance between the bottom of the windshield and the top of the tunnel must be at least **255 mm**.

Running Gear and Suspensions

Modifications to the front and rear running gear without restriction.

The anchorage points and suspension mounts must respect the original dimensions and positions. Shock absorber towers cannot be cut or moved but can be reinforced.

"Wisefab"-type systems are authorized.

It is possible to add one or more additional anchorage points to those of origin.

Suspensions are free, may be adjustable, and must not leak.

Modifications to steering components (steering rack, rods, etc.) are permitted. This includes mounting the steering rack on the front subframe.

The running gear (including wheels) must be protected by the chassis, shell, or bodywork.

Braking

Double braking circuit is mandatory (Front and Rear Brakes, generally standard on modern cars).

Any improvement is authorized and even recommended.

Hydraulic handbrake and proportioning valve accepted.

The braking system must operate on all 4 wheels.

Pedal boxes are authorized.

Hydraulic lines cannot have removable connectors located inside the driver's cockpit.

Tires

Slick-type tires are not authorized; however, so-called "semi-slick" tires that are homologated for road use are authorized.

Tires must necessarily be marked with E or DOT standard.

Retreading is prohibited, as is the use of any means to heat the tires.

The rear tire width **with DOT or E codes** is set at:

- 265 mm maximum (35 profile) in ELITE
- **245 mm maximum (40 profile) in PRO**
- 225 mm (45 profile) in LOISIR

The rear tire width with **the mentions RETREAD 108R (retreaded)** is set at:

- 265 mm maximum (40 profile) in PRO/ELITE
- **245 mm maximum (45 profile) in PRO**
- 225 mm (45 profile) in LOISIR

The maximum size is set at **19 inches**.

Colored tires are only accepted in practice and qualifications.

Certain types of compounds may be excluded according to an evolving list made available to competitors by the organizer. Tire width measurements may be carried out using the FIA tool, whose result will be the only one considered with respect to the maximum authorized sizes.

Cooling

Modifications to the cooling system are authorized but it must be completely closed and free of leaks.

If the cooling system lines pass through the driver's cockpit or a part of the trunk that communicates with the driver's cockpit, they must be separated by a "soft or deformable" metal structure of 2 mm thickness in steel or 3 mm thickness in aluminum.

The structure must be designed to prevent the accumulation of fluids. The cooling system must be filled with water only.

"Water Wetter" type products are **authorized**.

A water injection system or other spraying system is authorized.

Oil Recovery for Engines, Gearboxes, Differentials

The engine, gearbox, and differential vents must lead into a closed catch tank to recover oils in case of vehicle rollover.

This tank must have a minimum capacity of **200 ml**.

Lighting

All lights (brake lights, rear lights, headlights, and hazard lights) must be in working order.

The use of electrical switches or any other device that renders the brake lights inoperative is strictly prohibited.

Strobe lights are prohibited.

A **red LED strip** must be installed externally on the top of the front and rear windshields (full width), and continuously connected to the brake lights.

The SMD LED must measure **5 x 5 mm** at a rate of **46 LEDs per meter**.

Battery

The battery must be securely fastened and the positive terminal completely insulated to avoid any contact with other metal parts. Batteries may be relocated provided they are not in a deformable part in case of impact. It must remain protected by the planes of the side members or the roll cage. If the battery is located in the driver's cockpit, it must be in a sealed box bolted to the monocoque/chassis structure and securely fixed inside the box, well ventilated and drained.

"Dry" batteries are recommended.

The positive battery terminal must be protected and insulated.

Interior

The dashboard may be removed. A window breaker/belt cutter must be present in the cockpit within reach.

Unused seat crossbars and steering column supports may be removed.

The spare wheel location may be removed.

A tachometer is mandatory in case of sound meter control.

The cockpit must be as airtight as possible to prevent tire smoke from entering. Competitors using convertibles or vehicles without windows may use a filter system on the helmet as in Rally-Raid.

The electrical harness must be neat and protected.

Wheels

All wheels must have **1 spoke or 1 double spoke** (see fig.2 below) of a different color than the wheel with significant contrast.

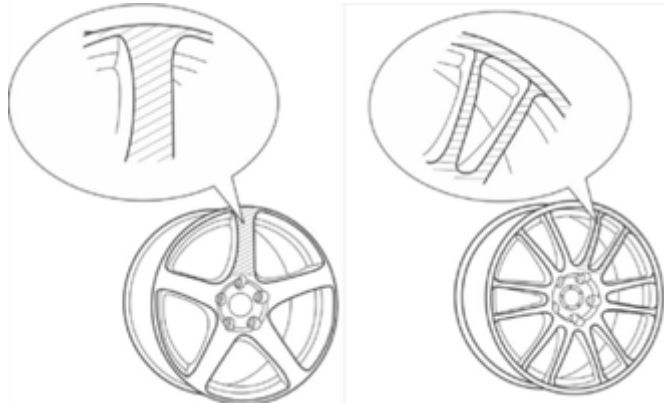


Figure 2

ANNEXE E - EXEMPTIONS

Exemption No.1: A special and occasional request can be made to use a fuel other than the mandatory E85.

ANNEXE F – MODIFICATION OF UPPER CROSS MEMBER AND FRONT/REAR BUMPER SUPPORTS

Front and rear bumpers must have attachment systems that allow them to be removed without tools to facilitate inspections by officials or on-track repairs.

The width of the bumper support bars must not extend beyond the center of the wheel (median axis of the wheel) when viewed from the front or rear of the vehicle.

They must be constructed with a small cross-section and must not have sharp edges or forward-oriented bars.

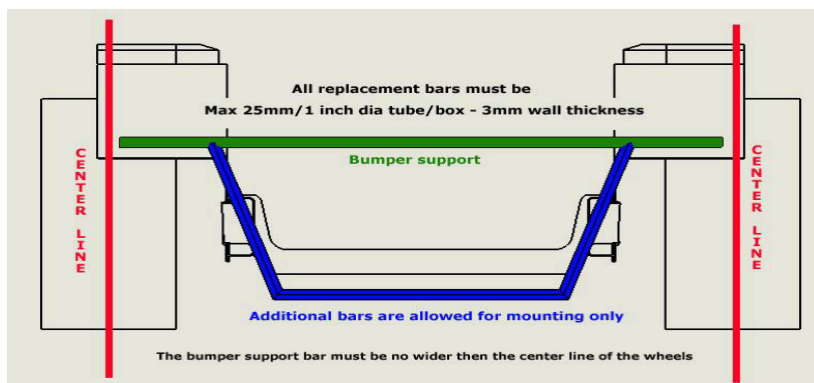
It is mandatory that the crash structure incorporates the use of these rules, primarily to prevent unnecessary damage to other vehicles.

Extensions must not be larger than the size of the OEM chassis and not stronger.

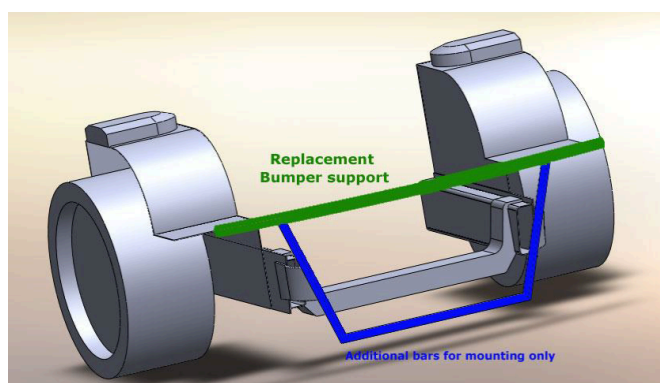
Bumper support bars must be made of hollow tubes, round or square, with a maximum diameter of 25 mm and maximum thickness of 3 mm in steel, or a maximum diameter of 45 mm and thickness of 3 mm in

aluminum. An additional bar may be added to the bumper support but must be half its size and made of smaller tubing.

FIA Drift Regulation Art 403.1 can be used and accepted.



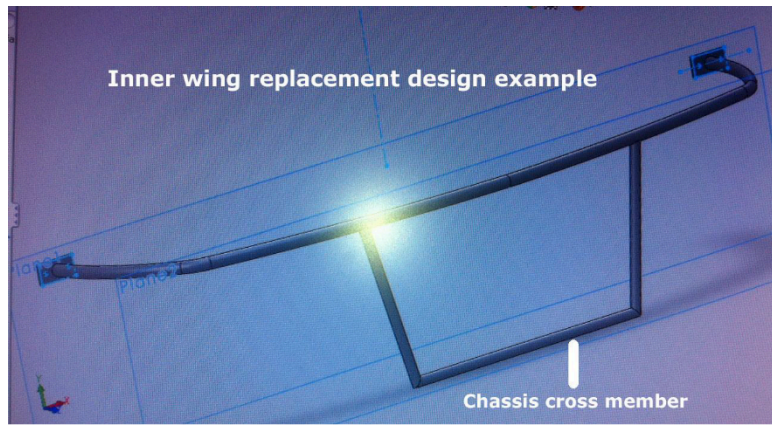
(Photo from the BDC regulations)



(Photo from the BDC regulations)

Replacement of the original front cross member is permitted, but it must not extend beyond the width of the original chassis's shock absorber tower.

For the rear part of the vehicle, the cross member can be modified but must be made of hollow round or square tube with a maximum diameter of 25 mm and thickness of 1.5 mm. A 6 mm inspection hole must be made in a straight part of this structure located more than 75 mm from a bend.



The FIA Drift regulations are recommended.