TECHNICAL REGULATIONS – DRIFT

The present regulations have been drafted in French and English. In the event of any dispute regarding its interpretation, only the French version shall be considered the official version.

These regulations apply to cars in the PRO/ELITE category. They are optional for the LEISURE category, whose cars may be either stock or modified in accordance with these regulations.

THE DIFFERENCES BETWEEN THE 2024 AND 2025 REGULATIONS ARE DUE TO THE MODIFICATION, REMOVAL, OR CREATION OF THE FOLLOWING ARTICLES:

Art.4	Special note	***Application on 01/01/2024***
Art 7	Specifications	***Application on 01/01/2024***

The modifications are in **bold italic and underlined.*

ARTICLE 1. ADMITTED CARS

Touring car derived from road homologation.
Grand Touring car derived from road homologation.
Australian road-homologated pickup trucks of the "UTE Sport Range" type are permitted.

ARTICLE 2. ROLL BAR

LEISURE Category:

The roll bar is not mandatory for cars competing in the LEISURE category. A car equipped with a roll bar that does not comply with the current technical regulations will not be allowed to compete in LEISURE category competitions.

PRO/ELITE Category

The minimum configuration of a safety cage is defined by a hoop that meets FIA standards.
At least 6 points, in accordance with the regulations of article 253-8 of Appendix J.

- A cross or at least one door reinforcement on the driver's side.
- A rear diagonal starting from the top of the roll cage towards the bottom; a cross may be made here.
- Japanese homologation frame for drifting, prohibited since January 1, 2016.

Examples of possible door arch and diagonal designs.

Main hoop Ø 45 thickness: 2.5 or Ø 50 thickness: 2 - Secondary tube Ø 38 thickness: 2.5 or Ø 40 thickness: 2.
Example of materials: Cold-drawn steel FE45 (stronger and lighter, in accordance with the latest FIA standards).
The 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 Appendix J FIA).

ARTICLE 3. NOTE ART.6 VALID FOR THE ROLL BAR

ASN-approved safety roll cages are allowed.
It will be possible to make a modification for the driver's protection at the door level (see the lateral protection note).

If the same roll cage has a diagonal with an upper part opposite the driver, it is recommended to add another diagonal to form a cross.

A standard-defined hoop can pass in front of or through the dashboard, provided it does not have a bend at the bottom of the windshield to descend vertically to the ground.

The various standards

The arches must have the specified diameters:

- Ø 50 thickness: 2 or Ø 45 thickness: 2.5 for the main arch.
- Ø 40 thickness: 2 or Ø 38 thickness: 2.5 for the secondary tubes. (The secondary tubes are the various tubes that extend from the central arch.)

Materials

FE45 or ST45 steel DIN 2391, cold drawn.
To be followed for the construction of a hoop.

Fundamental Elements of Design

The primary objective of the cage is to protect the occupant in the event that the car overturns, hits an obstacle, or is struck by another car. It MUST be designed to withstand compressive forces caused by the car's weight acting on the rollover structure and to support the forward, rearward, and lateral loads resulting from the car skidding along its rollover structure.

The front tubes and parts of the main roll cage that may come into contact with the occupant's helmet (when seated normally and secured by a seatbelt or shoulder harness) *must be* padded with a non-elastic material such as Ethafoam® or Ensolite®, or other similar material, with a minimum thickness of 12mm. It must comply with SFI 45 specifications.

General construction

All protective cages must be fixed to a single main arch made from a single piece of tubing (no joints) with regular curves and without any kinks or weaknesses in the wall. The radius of the curves of the cage arch must not be less than three (3) times the diameter of the tubing.

Welding must be carried out by a qualified professional. The welds must be continuous around the entire tubular structure. You must inspect all welds visually, and they are acceptable if the following conditions are met:

1) The weld is crack-free.
2) The fusion must be complete between the welding metal and the base metal.
3) All cavities must be filled at the cross-section of the weld.
4) The undercut must not exceed 0.01 inch in depth.

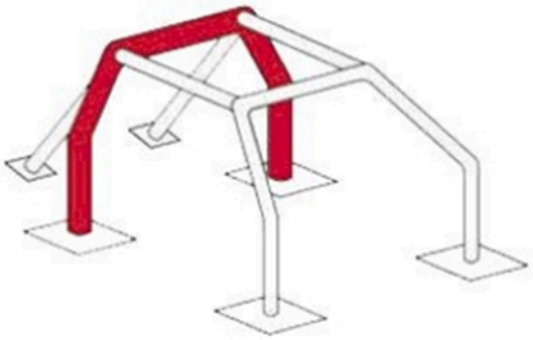
The technique of welding with aluminium bronze or silicon bronze is allowed, but extreme care must be taken in preparing the parts before welding with bronze and in designing the fastening joints (There are brackets that connect the shock absorber towers).

Inspection hole.

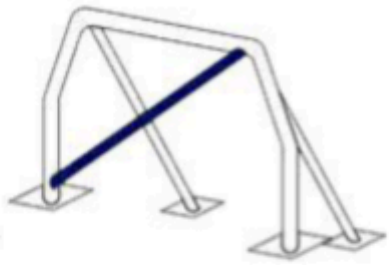
An inspection hole with a diameter of at least 5mm but no greater than 6mm must be drilled in a non-critical area of all the tubes to facilitate the verification of the wall thickness.

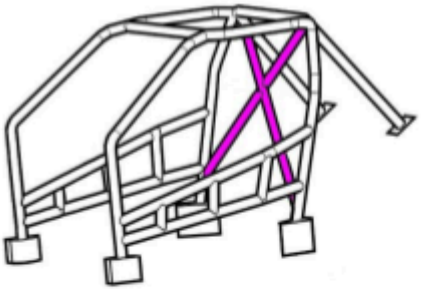
Main arch

The main roll bar (behind the driver) must cover the full width of the driver or passenger compartment and should be as close as possible to the roof, with a maximum of 4 bends, for a total of 180 degrees ± 10 degrees. The main roll bar must start from the car floor.

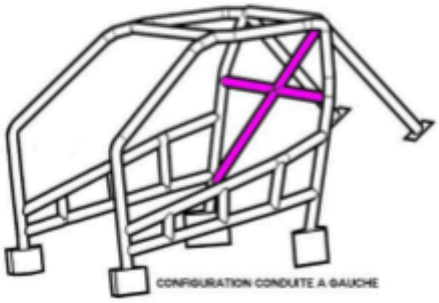


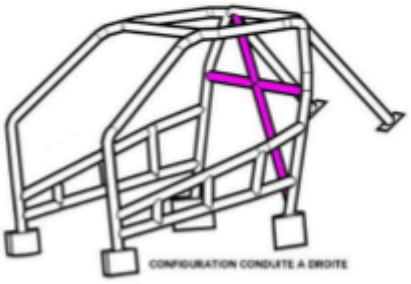
The main hoop must incorporate a lateral diagonal brace to prevent lateral torsion of the hoop. The installation of additional reinforcement bars within the cage structure is allowed and not limited.
A tubing section equal to the safety hoop must be installed horizontally from the main hoop to the diagonal brace behind the driver's seat. This tubing must not exceed shoulder height and should continue from the diagonal brace to the main hoop pillar on the passenger side. A cross within the hoop is possible and even recommended.





253-5



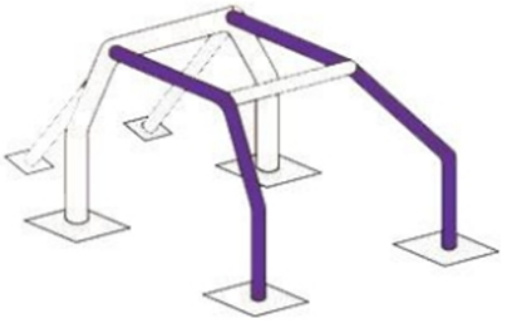


Front and side arches.

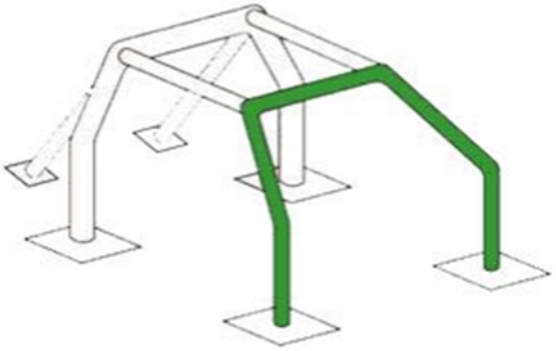
The front and side arches, or the tubing facing downwards, *start* from the ground.

Several configurations are possible.

Configuration of the side hoops: They connect directly to the occupant's cabin floor and continue, in a single piece, to connect to the main hoop. If the side hoops are used, they must be connected to each other by a single horizontal tube at the top of the windscreen, with a maximum of 4 bends totaling 90 degrees ± 10 degrees.



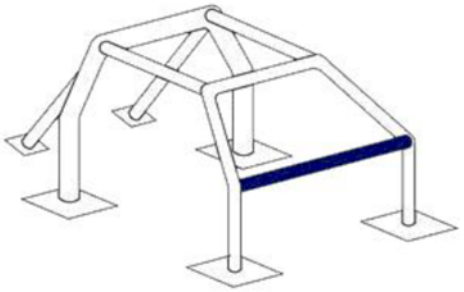
Front roll cage configuration: A front roll cage connected to the floor on both sides of the cabin, following the line of the front pillars and made from a single piece, can be used. A front roll cage must be connected at the top by horizontal bars and must join the main roll cage on each side, above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



Halo configuration: A roof hoop (halo) follows the roof line, made from a single piece on 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, for a total of 180 degrees ± 10 degrees, and a maximum of 2 bends allowed on the vertical tube.

The front, lateral, or vertical hoops may extend along the entire 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

The supports of the rear arch.

The main arch has two struts extending towards the rear and connected to the frame or chassis.
The struts must be connected as close as possible to the top of the main arch, no more than 15 cm below the roof, and at an angle of at least thirty (30) degrees.
No bends are allowed in the rear struts..

The addition of an "X" inside the supports is recommended. It should be positioned as close as possible to the main arch, and similarly at the bottom, as close as possible to the anchor plates of the rear supports of the arch. There should be no curve in this reinforcement.

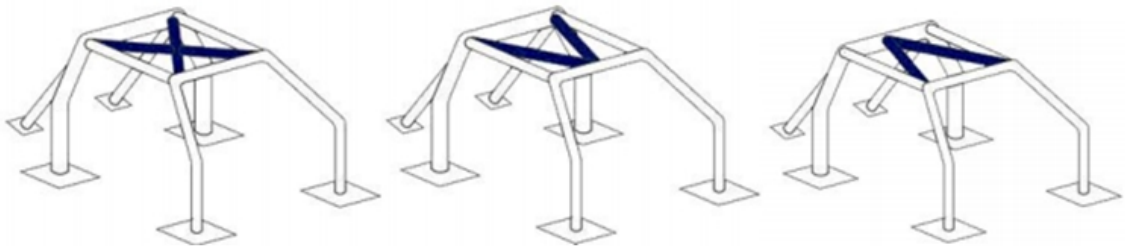
Cross-bracing or additional reinforcement.

The bracing or additional reinforcement is permitted. (See Annex J FIA Article 253-8)

Roof reinforcement

The addition of a roof reinforcement is recommended.

The safety frame can be reinforced with spacers in accordance with one of the drawings 253-12, 253-13, and 253-14. (see Annex J FIA 253-8.1.2.1.3)



253-12 253-13 253-14

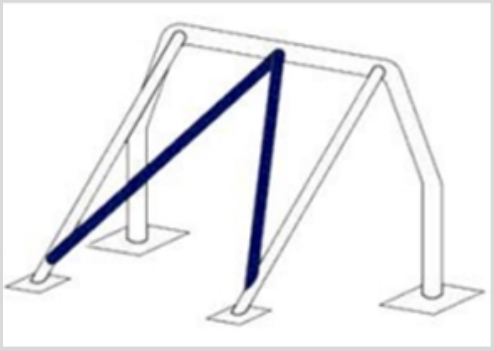
The ends of the spacers must be located no more than 100 mm from the junctions between the arches and spacers of the base structure (not applicable to the top of the V formed by the reinforcements in drawings 253-13 and 253-14).

Junction of the tubes at the top of the V:
If the tubes are not continuous, the distance between them must not exceed 100 mm at their junctions with the arch or the transverse spacer.

CLARIFICATION NOTE

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

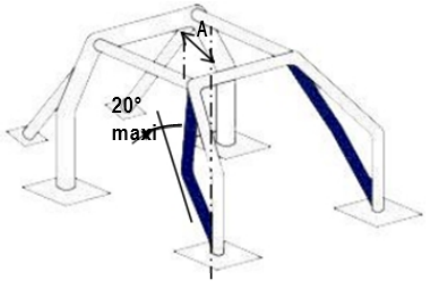
The configuration of Drawing 253-22 can only be used if a roof reinforcement compliant with Drawing 253-14 is used.



253-22

Reinforcement of the windscreen amount

The addition of the reinforcement brackets for the windshield is recommended.



253-15

It must be installed on each side of the front roll bar if dimension "A" is greater than 200 mm (Drawing 253-1 It can be bent, provided it is straight when viewed from the side and the angle of the bend does not exceed 20°.

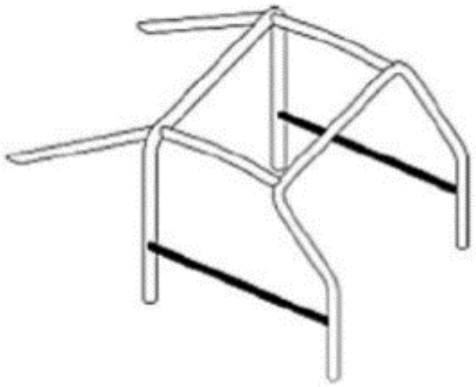
Its upper end must be located no more than 100 mm from the junction between the front (lateral) hoop and the longitudinal (transversal) strut.
Its lower end must be located no more than 100 mm from the front anchor point of the front (lateral) hoop (see drawing 253-52 for the measurement).

CLARIFICATION NOTE

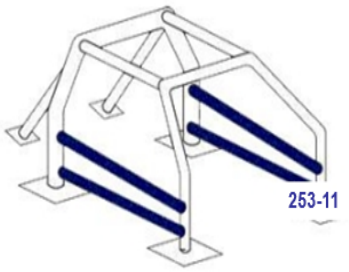
The connection of the windshield pillar reinforcement to the door spacers (drawing 253-09) is permitted. If there is an intersection between this reinforcement and the door spacers, it must be split into several parts and reinforced with a minimum of 2 gussets in accordance with article 253-8.2.14

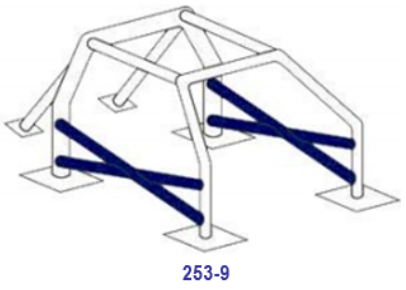
Lateral protection

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



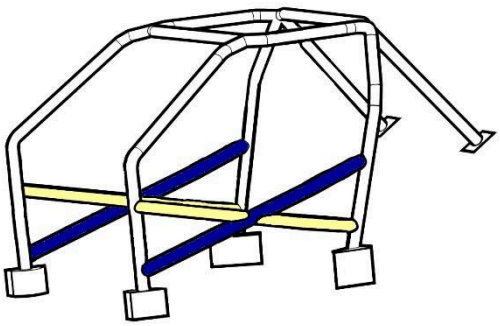
The door bars can be parallel (diagram 253-11), or in the shape of an "X" (diagram 253-9).

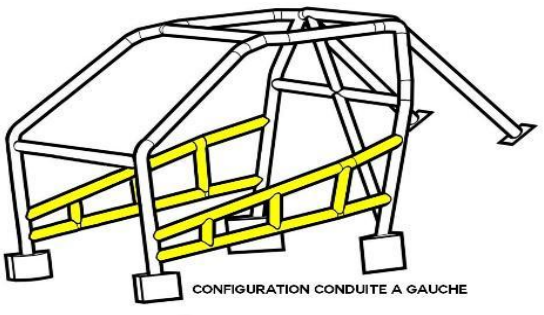




At least one of the two bars of the "X" must be in a single piece. If the two door bars do not cross in the shape of an "X", a minimum of two vertical tubes must be connected to the two side bars.

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

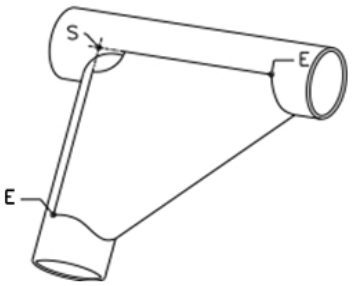




In this configuration, the outer bars must also be connected by a minimum of ~~three~~ *(2) two* vertical tubes linking the upper and lower bars. The inner door panel and the interior of the door can be removed.

Gusset plate

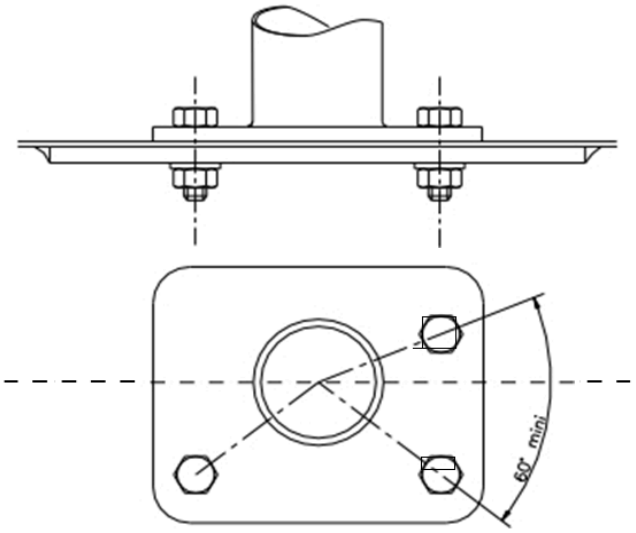
Elbow or junction reinforcement made of U-shaped bent plates (drawing 253-34), with a thickness not less than 1.0mm.
The ends of the gusset (point E) must be located at a distance between 2 and 4 times the outer diameter of the largest of the joined tubes, measured from the apex of the angle (point S).
A cut 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, but its diameter must not exceed the outer diameter of the largest of the joined tubes.



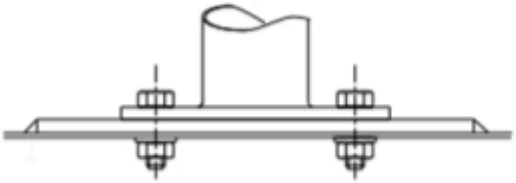
253-34

Mounting plates

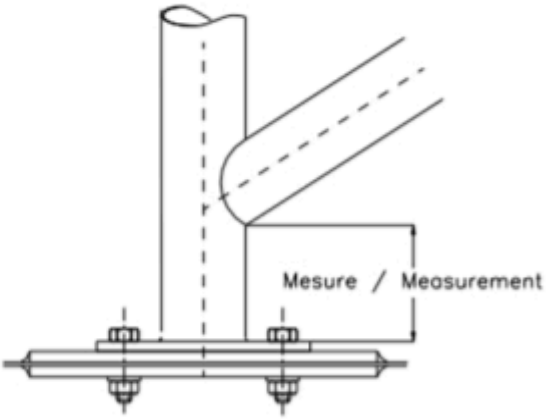
Each anchor foot must be secured by at least 3 bolts to a steel reinforcement plate welded to the hull, with a minimum thickness of 3 mm and a minimum surface area of 120 cm².
The 120 cm² surface area must be the contact area between the reinforcement plate and the hull.
Examples according to drawings 253-50 to 253-56. (Article 253-8 APPENDIX J FIA)
The mounting plates may be fully welded to the vehicle structure.



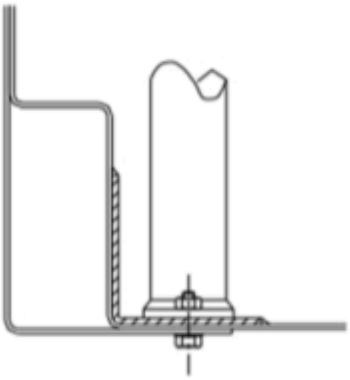
253-50



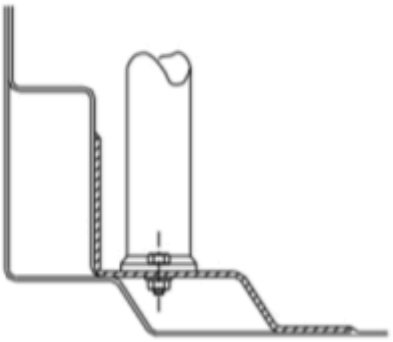
253-51



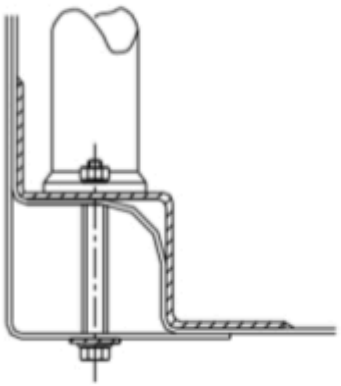
253-52



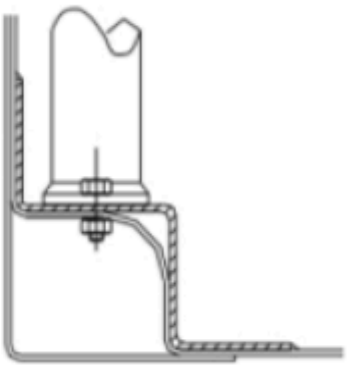
253-53



253-54



253-56

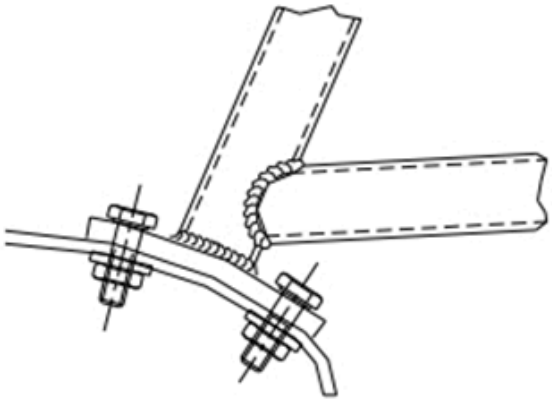


253-55

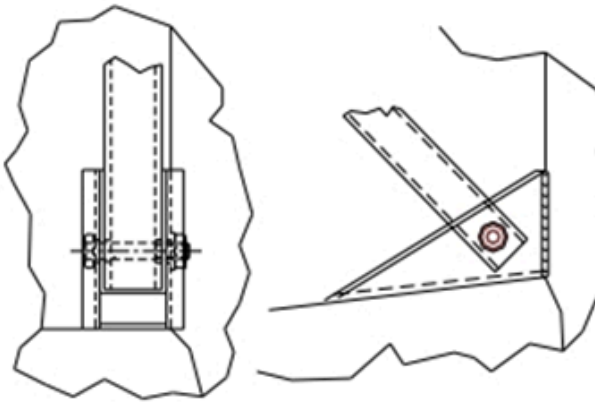
For drawings 253-50 and 253-52, the reinforcement plate does not necessarily have to be welded to the hull.
In the case of Drawing 253-54, the sides of the anchor point can be closed with a welded plate.
The fixing bolts must have a minimum diameter of M8 and a minimum grade of 8.8 (ISO standard).
The fasteners must be self-locking or equipped with lock washers.
L'angle entre 2 boulons (mesuré par rapport à l'axe du tube au niveau du pied cf.253-50) ne doit pas être inférieur à 60° degrés.

Anchor points of the rear struts.

Each rear brace must be secured with at least 2 M8 bolts and anchoring feet with a minimum surface area of 60 cm² (drawing 253-57), or secured with a single bolt in double shear (drawing 253-58), provided that the bolt has an adequate section and strength, and that a sleeve is welded into the brace.



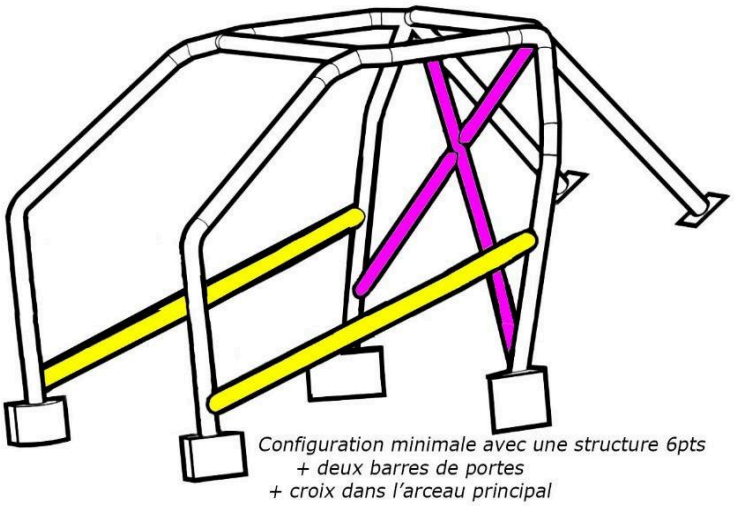
253-57



253-58

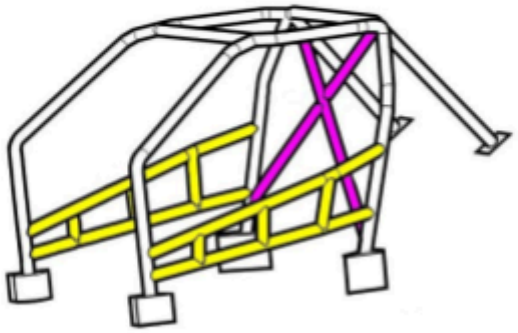
Minimum configuration of the safety framework.

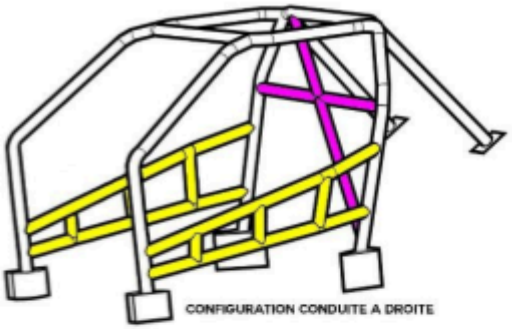
The minimum configuration of a safety frame is defined as follows:
The basic structure may differ in accordance with Article 8.3.1.
The door reinforcements and roof reinforcement may differ in accordance with Articles 253-8.3.2.1.2 and 253-8.3.2.1.3 of ANNEX J FIA.

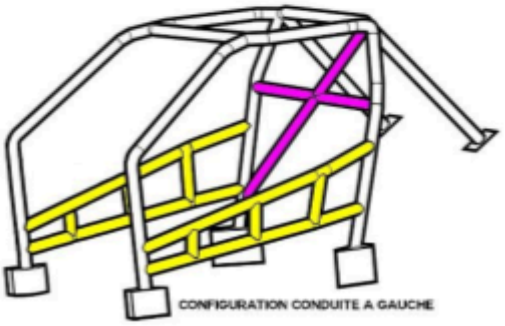


Configuration minimale avec une structure 6pts
+ deux barres de portes
+ croix dans l'arceau principal

Possible example of a roll cage with lateral protection "Nascar Style":







ARTICLE 4. SPECIAL NOTE

Vehicles that have already passed the technical inspection will not be allowed to undergo modifications during the test without informing the technical inspector.

The reinforcements with a main hoop of Ø 40 thickness: 2 mm are prohibited.

The Ø 40 hoops with a rounded shape that avoids the dashboard are no longer accepted.

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

The spraying of water is prohibited.

Racing seat

PRO/ELITE Category

The bucket seats and their installation must comply with current valid FIA standards (see article 253-16 appendix J FIA).

Passengers will no longer be accepted in the context of competition testing.

Bucket seats with Japanese homologation (Bride) are accepted. Bucket seats with head protection are recommended.

LEISURE Category:

A vehicle in the LEISURE category may be equipped with bucket seats. In this case, the installation of bucket seats must comply with the technical regulatory provisions specified for vehicles in the PRO/ELITE category and be equipped with safety harnesses.

Harness

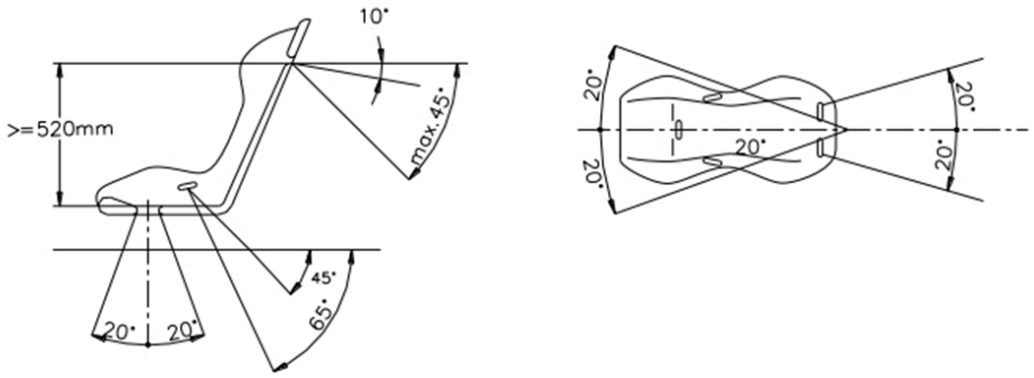
PRO/ELITE Category

The installed harnesses must be a minimum of 4-point type with a rotary buckle, also known as aviation type, complying with FIA standards 8854/98 and 8853/98. Five-point harnesses are recommended

Leisure Category

A vehicle in the LEISURE category may be equipped with harnesses if it is fitted with a bucket seat. In this case, the installation of the harnesses must comply with the technical regulations stipulated for vehicles in the PRO/ELITE category.

It is forbidden to attach safety harnesses to the seats or their supports. A safety harness may be installed on the anchorage points of the production car. *The recommended* geometric locations for the anchorage points



253-61

are shown in drawing 253-61. (see article 253-6 APPENDIX J FIA).

Vitres

PRO/ELITE Category

- Windscreen: can be made of laminated glass or Lexan.

- Other Windows: Shatterproof film mandatory on OEM glass (FIA Appendix J Art. 253-11.1).

Lexan or Mangard (3mm thick) authorised
The windows must be completely closed or completely open (if there is a safety net to FIA standards).
Nets must be fixed in accordance with FIA recommendations (Appendix J FIA Art. 253-11.2).

POLYCARBONATE Conventional name: Makrolon, Lexan. 'Normally unbreakable', the only authorised product. There is also a scratch-resistant version (Mangard, for example).
All convertible-type open-top cars must have fasteners or an arm retention device, i.e. a protective net at roof level or the arm retention device - FIA Drift 163.1 Arm Restreints.

Tinted front passenger and driver windows are prohibited.
If there are no windows, the rider must wear a full-face helmet with the visor closed, as well as a net or an Arm Restreins system.

LEISURE Category:
- Windscreen: can be laminated or Lexan glass.
- Other glass: OEM glass.

The windscreen must be in perfect condition, with no cracks or splinters. The windows must be completely closed. If any modifications are made, they must comply with the regulations for the PRO and ELITE categories.

Bodywork- Rear spoiler

LEISURE/PRO/ELITE Category:

A door panel is compulsory on the inside of the original doors to protect protruding parts.
Authorised fibre parts: opening panels, wings, roof, bumper, rocker panels.
Rear-wheel drive is no longer permitted to extend beyond the bodywork.
The spoiler may not extend beyond the sides of the car vertically to the width of the rear axle.
It must be removed during events with dividing walls or hill-climb type events.

Fire extinguisher

PRO/ELITE Category:

Compulsory fire extinguisher (minimum 2 kg) with pressure gauge, in working order, checked and/or with the correct validation date.

The fire extinguisher must be placed in such a way that it can be quickly removed by the driver or a track marshal in the event of a fire starting.

~~And/or~~

An automatic extinguishing system (mechanical or electrical) is ~~recommended~~ *mandatory from 2026*. The manufacturer's installation instructions must be followed.
The 2kg manual extinguisher remains compulsory.

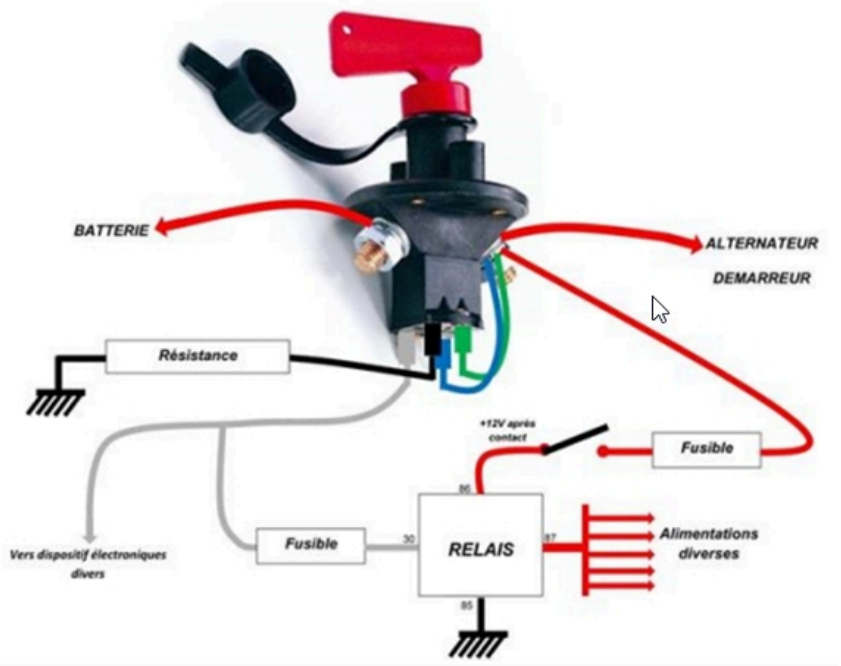
The control unit and warning markings must be placed in a visible position on the front of the vehicle on *the driver's side.*.

All fire extinguishers must be adequately protected and *located* in the passenger compartment. In all cases, its fixings must be able to withstand a deceleration of 25 G.
All fire extinguishing equipment must be fire resistant.
All fire systems must be maintained and inspected at the usual times.
Proof of inspection must be printed on the outside of the cylinder.

Circuit breaker

PRO/ELITE Category
The circuit-breaker must be accessible and visible. It must be able to switch off the engine and fuel pump.
The external and internal circuit breakers are compulsory. They must be clearly identified by a red lightning bolt in a blue triangle with a white border.
The circuit-breaker and fire extinguisher pulls, if fitted, must be positioned together and on the driver's side.
An electrical model corresponding to the standards is possible. (Article 253-13 of Appendix J FIA)

Schéma de principe COUPE-CIRCUIT



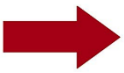
Towing rings

PRO/ELITE Category

FIA standard towing systems are compulsory.

The vehicle must be fitted with one at the front and one at the rear, either folding rings that do *not protrude beyond the vehicle's bodywork* or, preferably, straps. They must be identified by 'Red Arrow' stickers.

Models attached to the shock-absorber turret are not permitted.



They must be able to withstand the traction of the vehicle if it is in a gravel bed.

In addition, they must be accessible without having to remove part of the bodywork (75 mm maximum - FIA Drift 405.1.).

LEISURE Category

The car's original front and rear towing hooks are authorised, and must be indicated by a red arrow if they are not naturally visible.

If the car does not have original towing hooks, an FIA front and rear towing system is compulsory.

Mirrors

LEISURE/PRO/ELITE Category

- 2 Exterior rear-view mirrors are compulsory, functional ones with a glass on top.

- 1 interior mirror is recommended.

Windscreen wipers

LEISURE/PRO/ELITE Category:

Front windscreen wipers are compulsory and must be in good working order.

ARTICLE 5. DRIVER SAFETY

Helmet

PRO/ELITE/LEISURE Category
Full-face' or "open-face" helmets are accepted.
Motorbike helmets are not permitted in the Pro/Elite category.
Only helmets certified to 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 a closed visor is compulsory, as is a window net or Arm Restreint for open convertible-type cars and for cars without a *driver and/or passenger* window. It is also recommended for closed cars, although jet-type helmets are still acceptable.
From 1 January 2025, full-face helmets + closed visors will be compulsory for all cars.
A fireproof balaclava must be worn.
The RFT system is authorised provided that all the standards described in the FFSA regulations are respected.
Helmets damaged as a result of an accident must be presented by the driver in order to decide on their condition. Only FIA on-board cameras may be fitted to helmets. High-performance action cameras (such as 'Gopro', 'Garmin', 'Sony', 'Olympus', etc.) are forbidden.

Driver's suit

PRO/ELITE/LEISURE Category:
The driver's suit must be of the non-flammable or flame-retardant type, in accordance with FIA Standard 8856-2000,
However, the FIA 1986 standard remains valid until further notice.

Boots, fireproof underwear (long-sleeved t-shirt, shorts and socks) are compulsory in accordance with current FIA standards.

ARTICLE 6. OBLIGATIONS

All vehicles at the start must be in good condition, with the bodywork correctly fixed and no loose objects in the passenger compartment.
There must be no leaks from petrol, oil or other liquid tanks or pipes.
All occupants must wear their own equipment such as helmets, overalls, etc. during all sessions on the track.
Convertibles entered in the leisure category must have a manufacturer's or competition roll-over bar.
The driver's window must be completely closed or completely open if there is an FIA-standard net in the passenger compartment.
There must be nothing between the roll bar and the body (*cables*, pipes, etc).

ARTICLE 7. SPECIFICATIONS

Starting up

All vehicles must be equipped with a starter and a battery in good working order.
A car cannot be started from a pushchair.

Engine

- There are no particular restrictions on the type of car engine used. A swap (or another make of engine) is permitted.
- No limit on engine capacity
- Turbo(s) and/or Compressor(s) are allowed without flange

Engine management

No restrictions.

Exhausts

A silencer must be fitted to the exhaust *line(s).*
The exhaust must end under the car, facing downwards, and its outlet must not be directed towards the fuel tank or *the tyres*.
Numerous checks can be carried out.
The maximum authorised noise level is 100 dB ~~at 4000 rpm~~ *at 75% of maximum revs*. Any infringement will result in the elimination of the participant if no solution is found by the start of the event.
Each circuit may carry out unannounced checks.

Fuel

~~Additives and octane booster authorised.~~
All types of nitrous oxide (N2O) are authorised for use with a single anti-lag injector.

The nitrogen cylinder(s) located in the passenger compartment or boot, and properly secured, must be fitted with a pressure relief valve and be equipped with a vent opening to the outside of the passenger compartment.

The cylinder(s) must be CE or DOT-1800 pounds (124 bar) stamped and permanently fitted. The solenoid must be connected to the cylinder(s) by metal-braided high-pressure hoses, or a type approved by the FIA.

The hoses may pass through the passenger compartment to the same standards as fuel hoses.
If a purge system is fitted, it must under no circumstances be used in the paddocks or in contact with the public.

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

Tank

It can be original or FIA standard if the capacity is greater than 20l. The design of the fuel system is free. FIA standard fuel tanks are recommended.
The fuel tank must be separate from the driver's compartment in accordance with the FIA standard.
Fuel tanks must have a valve installed to prevent any overflow in the event of the vehicle overturning.
The tank approval label must be visible, as must the approval certificate or proof of approval.

Fuel line

Fuel lines and fittings must be of the high-pressure type and installed in such a way as not to interfere with moving parts, be well insulated and attached to the monocoque structure or chassis.
Fuel lines must comply with the FIA standard to pass through the passenger compartment (including bulkheads). Teams may install a drybreak fuel filler in the rear window or in the rear windscreen or boot lid to facilitate refuelling from outside the car.
There must be a poppet valve and flexible hose between the fuel filler neck and the fuel tank to allow misalignment of the hose following an accident.

Transmission

Only rear-wheel drive vehicles are permitted. Modifications to the gearbox or axle are permitted, without altering the original anchoring points of *the cradle bridge*. The floor may be modified to accommodate the axle. *Modifications must be partitioned and welded with sheet metal at least identical to the hull.*

All vehicles must be equipped with a functional reverse gear.
Gear changes must be made manually by the driver.

Traction controllers

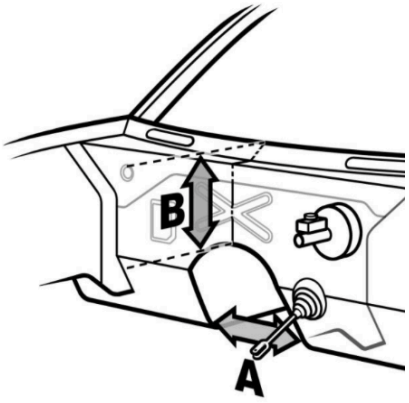
Traction controllers and other unspecified ‘driver assistance’ systems are not permitted.
Wheel speed sensors must be removed.

LEISURE category: Traction control, if fitted, can simply be deactivated via OBD without necessarily having to remove the wheel sensors.

Chassis

The chassis must come from an approved production vehicle and may have undergone numerous welding modifications in order to strengthen it.
The vehicle chassis, frame or monocoque structure must not be modified between the vertical surfaces created by the front-most and rear-most original fixing points, unless otherwise specified in these rules.

Floors can be modified without altering the strength of the hull to install a fuel tank, battery, pipe or cable routing recessed under the car, or an oil cover.
The boot floor can be modified.
Wheel arches can be modified.
These modifications must be partitioned and welded with sheet metal that is at least identical to the body.



A monocoque structure may have welded joints.
Tubular frames are not permitted.

From 1 January 2019
No part of the engine may pass through the vertical sill of the original firewall in the transmission tunnel.
Holes made in the firewall must be the minimum 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.

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

Undercarriages and suspension

Front and rear suspension modifications without restriction.
Anchor points and suspension fixings must respect the original dimensions and positions. Shock-absorber towers may not be cut out or moved, but may be reinforced ~~in the original holes.~~
Wisefab' type systems are permitted.
Possibility of adding one or more additional anchoring points to the original ones.
Suspension is 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 cradle.
The running gear (including wheels) must be protected by the chassis, hull or bodywork.

Braking

Dual braking system compulsory (front and rear brakes, generally standard on modern cars).
Any improvement is permitted and even recommended.
Hydraulic handbrake and splitter accepted.

The braking system must work on all 4 wheels.
Pedal boxes are permitted.
Hydraulic lines may not have removable connectors located inside the driver's compartment.

Tyres

Slick tyres are not permitted, although semi-slick tyres approved for road use are allowed.
All tyres must be marked with the E or DOT standard.
Remoulding is forbidden, as is the use of any means of heating the tyres.

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

- 265 mm maximum (35 high) on ~~PRO~~/ELITE
- ***245 mm maximum (40 high) in PRO***
- 225mm (45 high) for LEISURE

~~for tyres with DOT or E codes.~~

The rear width of the tyre *marked RETREAD 108R* is set at :

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

~~for tyres marked RETREAD 108R.~~

The maximum tyre size is 19'.
Coloured tyres are only accepted for testing and qualifying.
Certain types of rubber may be excluded according to an evolving list made available to competitors by the organiser.
Tyre width measurement checks may be carried out using the FIA tool, the result of which will be the only one retained in relation to the maximum authorised sizes.

Cooling

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

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 *permitted.*
~~A water injection system or other spraying system is permitted.~~

Recovery of engine, gearbox and axle oils.
The engine, gearbox and axle must be vented to the open air and placed in a closed jar so that the oil can be recovered if the vehicle overturns.
This jar will have a minimum capacity of 200ml.

Lighting

Vehicles must be fitted with 2 front lights in *the original positions.*
All lights (brake lights, rear lights, headlights and warning lights) must be in working order.
The use of electric switches or any other device that renders the brake lights inoperative is strictly forbidden.
~~It is forbidden to switch on the car's lights, whether of the conventional or strobe type, during daytime battle.~~
Stroboscopic lights are prohibited.
A red LED strip must be fitted externally on the top of the front and rear windscreen (full width), and connected continuously to the STOP lights.
The SMD LED must measure 5x5mm at a rate of 46 LEDs/metre.

Battery

The battery must be firmly secured and the positive terminal completely insulated to prevent contact with other metal parts. Batteries may be relocated provided they are not located in a part that could be deformed in the event of an impact. The battery must remain protected by the side members or roll bar. If the battery is located in the rider's compartment, it must be in a sealed box bolted to the monocoque/chassis structure and firmly secured inside the box, with good ventilation and drainage.
Dry' batteries are recommended.
The + terminal of the batteries must be protected and insulated.

Interior

The dashboard can be removed. A window breaker/strap cutter should be within easy reach in the passenger compartment. Unused seat bolsters and steering column brackets can be removed. The space for the spare wheel may be removed.
A lap counter is compulsory for sound level checks.
The passenger compartment must be as airtight as possible to prevent tyre smoke from entering. Competitors using convertible vehicles or vehicles without windows may use a filter system on the helmet as in Rally-Raid.
The wiring harness must be well cared for and protected.

Rims

All rims must have 1 spoke or 1 double spoke (see fig.2 below) in a different colour to the rim with a significant contrast.

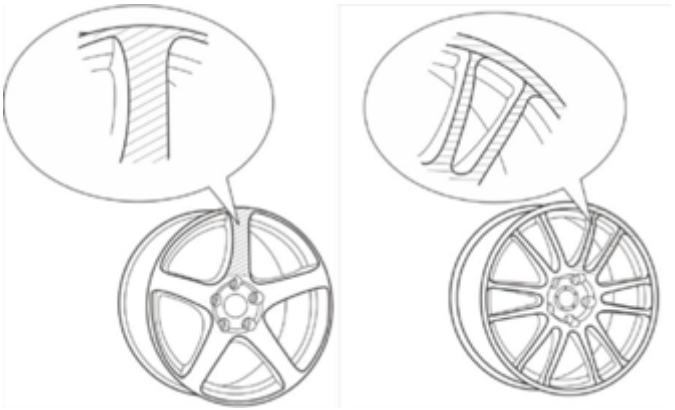


Figure 2

APPENDIX E - EXEMPTIONS

~~Exemption no. 1: Coolant is permitted for engine cooling.~~

Exemption no. 1: a special, occasional request may be made to use a fuel other than the mandatory E85.

APPENDIX F - MODIFICATION TO FRONT/REAR UPPER CROSSBAR AND BUMPER SUPPORT

The front and rear bumpers must be fitted with fastening systems that allow them to be removed without the use of tools for easy inspection by officials or for trackside repairs.

The width of the bumper support bars must not extend beyond the centre of the wheel (wheel centre line), when viewed from the front or rear of the vehicle.

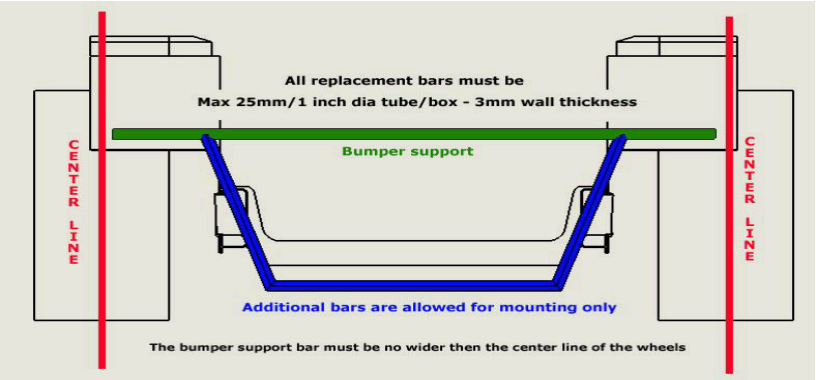
They must be of low-section construction and must not have any sharp edges or forward-facing bars.

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

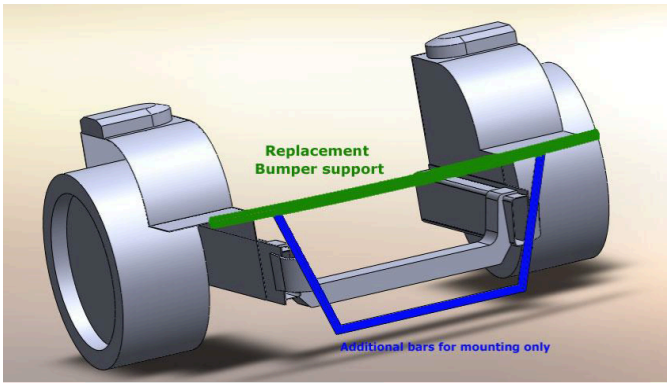
Extensions must be no larger than the OEM chassis size and no stronger.

Bumper support bars must be hollow tube, round or square with a maximum diameter of 25mm and a maximum thickness of 3mm in steel or with a maximum diameter of 45mm and a thickness of 3mm in aluminium, an additional bar may be added to the bumper support but must be half the size of the bumper support and of lower tube.

FIA Drift regulation Art 403.1 can be used and accepted.

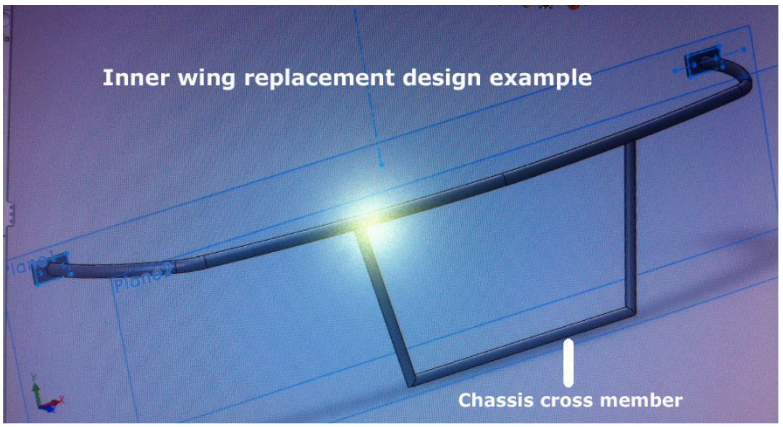


(Photo of BDC regulations)



(Photo of BDC regulations)

Replacement of the original front crossmember is permitted, but it must not extend beyond the width of the original chassis shock tower.
For the rear part of the vehicle, the crossbar can be modified, but must be made of round or square hollow tube with a maximum diameter of 25mm and a thickness of 1.5mm. A 6mm control hole must be drilled in a straight part of this structure located more than 75mm from a curve.



The FIA Drift regulations are recommended.