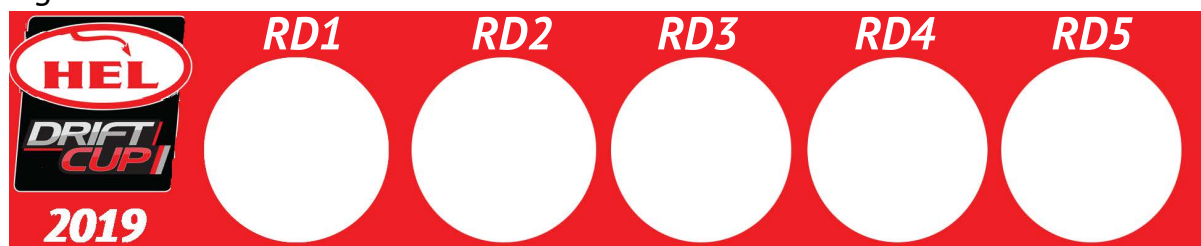


A Technical inspection will take place at each DriftCup competitive or non-competitive event and all drivers and vehicles must attend. All competition vehicles must pass technical inspection in order to compete or take part in any demonstration event.

Any competition vehicle failing to comply with these rules and regulations will be excluded.

Each car will have a technical inspection sticker attached to the car see figure 1

Fig 1.



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 DriftCup technical inspectors reserve the right to reject any competition vehicle which does not meet 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.

If a car fails the safety inspection, there will be a duplicate book where notes will be made. The driver will be given a copy and the safety inspector will retain the book. This will state the defects that need amending. Once the changes have been made, the page in the book will be updated to say so and the car sticker marked as competition ready.

All competition vehicles must display a valid technical inspection sticker. This sticker 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 sticker 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 stickers is not permitted under any circumstance and may lead to the driver in question being ejected from the competition. The

technical inspector is solely authorised to approve/reject competition vehicles at each event. Their decision is final.

1. VEHICLE ELIGIBILITY

Eligible models must be considered a “production vehicle”. Eligible body styles include: coupe, saloons, convertible, wagon and pickup “ute” style. Vehicles must maintain the original OEM 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 BDC Events LTD.

2. VEHICLE DAMAGE

In the event of a collision/incident the 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 DriftCup vehicle safety regulations at all times during an event.

3. VEHICLE SPECIFICATIONS CHASSIS MODIFICATIONS

A. The original chassis rails, from the most forward sub frame mounting point to most rearward suspension or sub frame mounting point must remain original (OEM) and completely unmodified.

B. FF/MR drive-train vehicles are not permitted to enter any BDC events.

C. All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.

D. Competition vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub-frame mounting points and most rear ward suspension or sub-frame mounting points. This includes floor pans, bulkheads and ‘A’, ‘B’ or ‘C’ pillars. A small amount of material can be removed for a rear mounted radiator, excessive removal is not allowed. Strength must not be sacrificed.

E. Gearbox tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel or driveshaft tunnel. Maximum size is 460mm diameter, maximum tunnel opening at bulkhead with a minimum of 250mm from the bottom of the windscreen. All replacement gearbox tunnels within part of a unibody must sufficiently replace the original structure that has been removed, no removable gearbox tunnels within unibody vehicles will be permitted. F. 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.

G. Tube-frame/space-frame chassis-type vehicles are not permitted in DriftCup competitions. Tube-frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points (strut top to chassis leg tube work is allowed but can't link into the rollcage) and rear of the most rear-ward suspension or sub frame mounting points, are made from a maximum 38x3mm mild steel, aluminium, or stainless tube and must be a minimum of at least 300mm inward from the front and rear of the competition vehicles bumper face to allow for an impact zone/bumper support bar.

H. Front and rear inner arch replacement is permitted. Wheel arch replacements must be covered by bodywork, i.e. overfender etc.

I. Bumper support bars front and rear are permitted. They must attach directly to the chassis legs or inner wheel arch and be made from a maximum 25x2.5mm mild steel, aluminium, or stainless tube. 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.

J. 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.

K. Unused holes must be welded or sealed. L. Seam welding the unibody is permitted.

M. The original floor may be modified to repair rust/damage. Complete replacement that is judged to give an advantage, a flat bottom floor for example. The floor if repaired must retain its original height.

N. Other chassis types can be used (eg. FWD) With prior approval from the DriftCup and will be judged on a case by case basis.

4. ROLL CAGE

A. All roll cage structures must be designed to protect the occupants from an impact from any angle (360 degrees).

B. All competing cars must be equipped with a minimum 6 point bolts in roll cage.

C. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing.

D. All main hoops regardless of material must be constructed from single one piece tube with no joints of 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of 38x2.5mm or 42x2mm.

E. A manufacturing tolerance of 1mm in tube diameter will be allowed, an inspection hole of 3-5mm must be drilled in a non-critical place on the main hoop for wall thickness verification.

F. Joints must be notched/profiled and form fit properly, with no flat or crimped joints of any kind.

G. There must be a continuous 360° weld around each joint in the entire roll cage structure and fusion must exist between weld metal and base metal.

H. The main hoop must be one continuous length of tubing with maximum of four bends. A fifth bend may be added to the centre roof area only and must be no more than 15°. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible.

I. Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. Any bars with more than three bends must be pre-approved by BDC Events LTD. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's compartment. They are to be connected together by a single horizontal tube across the top of the windscreen.

J. Dash dodger cages will be banned from the start of the 2020 season. For 2019, if a dash dodger cage is fitted, the cage must be fitted with double door bars. The rule for 2020 will read as follows.

A-pillar bars must not contain any bend towards the driver, for example front legs that bend towards the driver around dashboards (dash dodgers) are not permitted under any circumstances.

K. FIA/MSA approved bolt in cages are permitted. Any design outside of the parameters stated must be inspected and pre-approved by the DriftCup technical inspector.

L. All FIA approved bolt in cages must still adhere to regulations set out herein section 2. Notably, see sections 2.0 and 2.4 regarding material, sizing and "dash-dodger" style cages.

M. Door impact protection bars are required on both driver and passenger side. Door bars must be 38x2.5mm or 42x2mm seamless tubing. For 2019, a single door bar is required. For 2020 double door bars will be required as the following rule implemented. Competing vehicles must have double door bars consisting of – Two parallel door bars with at least 2 small vertical tubes joining them OR 'X' door bar with side gusset OR Curved upper and lower door bars that are welded in the middle and/or gusseted at either side. The lowest point on the upper door bar has to be a minimum of 450mm from the ground.

N. 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 at a minimum of 30 degrees from vertical in a rear ward position. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.

O. Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² surface area, e.g. (5" x 4" plate/125mmx100mm). If the roll cage is bolted in, then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with a minimum 10mm bolts of an 8.8 grade or higher.

P. Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the BDC technical inspector.

5. SUSPENSION

A. Original suspension mounting points may be moved one inch (25mm) from the OEM mounting point. Exception to this rule: The front suspension from certain makes/models may be converted to Nissan 'S' chassis front suspension. This conversion must be preapproved by the DriftCup technical inspector prior to an event and the DriftCup technical inspector will assess the quality of the conversion at technical inspection.

6.FRONT

A. All original suspension mounting points must be used, within the (1.0) rule. Therefore, a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.

B. Hubs/Spindles are free and original hubs may be modified. All modifications must be preapproved by the DriftCup technical inspector.

C. Steering racks are free and the positioning of the steering rack is free for modification. All modifications must be pre-approved by the DriftCup technical inspector.

D. Aftermarket coil-over suspension is permitted.

E. Front suspension turrets must remain standard in the OEM position in the chassis and may not be relocated.

F. The front top shock absorbers pivot may be moved to any position within the original pitch circle diameter (PCD) of the original front suspension top mount bolts.

G. Aftermarket front tension rods are permitted. Bolt on aftermarket front tension rods are an exception to the (1.0) rule.

H. Some old vehicles may add a front suspension mounting point for a compression strut or tension strut. This modification must be pre-approved by the DriftCup technical inspector.

I. Anti roll bars and anti-roll bar mounts are free for modification.

J. Front sub-frames/cross members are free for modification.

K. Front sub-frames/cross members may be removed and replaced with bespoke items or suspension arms can be chassis mounted as long as they are within the (1.0) rule.

6. LIVE/SOLID AXLE REAR

A. Axles are free for modification and may be swapped from other vehicles.

B. Axle link systems are free for modification and are exempt from the (1.0) rule but may not breach the (CHASSIS MODIFICATION "A") rule.

C. The original floor may be modified to fit axle link boxes as long as they do not breach the (CHASSIS MODIFICATION "A") rule. The original floor may also be modified to repair rust/ damage.

D. Pan-hard rod and Watts linkage mounts are free for modification. Original Pan-hard rod mounts may be moved and are exempt from the (CHASSIS MODIFICATION "A") rule.

E. Anti-roll bars and anti-roll bar mounts are free for modification.

F. Sub-frames for independent rear suspension may be fitted to Live/Solid axle vehicles as long as mounting them does not breach the (CHASSIS MODIFICATION "A") rule.

G. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION "A") rule.

7. INDEPENDENT REAR SUSPENSION

A. Rear sub-frames are free for modification and may be swapped from other vehicles.

B. Anti-roll bars and anti-roll bar mounts are free for modification.

C. Rear suspension turrets are free for modification as long as they do not breach the (CHASSIS MODIFICATION "A") rule.

D. Hubs/Spindles are free and original hubs may be modified. All modifications must be preapproved by the BDC 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.

8. BRAKE SYSTEM

- A. The Primary (foot) brake system cannot operate just the front wheels, it must operate all 4.
- B. Brake systems may be biased front to rear, No brake bias may be used in a side to side configuration.
- C. Driver adjustable brake bias is allowed.
- D. Secondary hydraulic handbrake systems are allowed as a fully separate system or as a pass through system. Secondary brake system/Handbrake must only operate the rear wheels.

9. WHEELS

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

10. ENGINE

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

11. COOLING SYSTEM

- A. Cooling systems and radiator setups are free but must be fully closed and free of leaks.
- B. Rear mounted radiators are allowed but must be outside the confinements of the driver's compartment, separated with a fully sealed firewall.
- C. If cooling system lines are routed within the driver's compartment they must be one continuous line and free of joiners between each firewall. Any non solid lines or bulkhead fittings must have a shield stopping any potential fluid spraying onto the occupants or be proven to be up to msa/fia standards.
- D. Any lines in the driver's compartment must be securely fastened.

12. OIL SYSTEM

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

13. FUEL SYSTEM

- A. Fuel filler caps must be securely fastened at all times.
- B. No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose, fitted on the passenger side of the vehicle and secured every 10 inches with 'P' clips. All other parts of the fuel system must have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke. If bulkhead fittings are used then a cover must be used to stop any potential fluid spray onto occupants or be proven to be up to msa/fia standards.
- C. Fuel lines and fittings must be high pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.
- D. Aftermarket fuel cells must have a non-return valve on the breather.
- E. Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the drivers compartment.
- F. All external fuel pumps must be covered.
- G. Fuel systems must not leak on the track, starting line, or grinding area.
- H. Fuel systems must only contain petrol, diesel or race fuel. All other fuels require pre approval from BDC officials.
- I. There must be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube in the result of an accident.

14. NITROUS OXIDE

- A. Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.

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

EXHAUST SYSTEM

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

TRANSMISSION

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

15. BATTERY

- A. Batteries may be relocated.
- B. Batteries must be securely fastened with the positive terminal insulated and if located Page 9 within the cockpit fully covered (fire-walled).
- C. A Master electrical cut off switch isn't required for 2019 but this rule will be implemented for the 2020 season. A master electrical cut off switch wired to completely shut off all engine and electrical system function except for electrically operated fire suppression systems is mandatory and must be mounted outside the vehicle, just below the windshield or on the upper quarter of the bonnet on either side and is to be clearly marked with the appropriate "OFF" markings.

- D. The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.
- E. Gel batteries are allowed inside the drivers compartment without an enclosure.

16. BODY EXTERIOR AND INTERIOR BODY PANELS

- A. Aftermarket body panels are permitted and free to modify.
- B. Panels must be clean, free of damage and presentable for competition.
- C. All bodywork should be painted or vinyl wrapped.
- D. Aftermarket body panels, front and/or rear fascia's, side skirts and wings are permitted.
- E. One-piece front ends are not permitted.
- F. Over fenders are permitted.
- G. Bumper bars must remain within the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- H. All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle and are subject to approval of the technical inspector.
- I. Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper.
- J. If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.
- K. Competitors are permitted to remove body panels for practice only.
- L. All body panels must be fitted/present/repaired for the first run of class qualification.

17. DOORS

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

18. WINDOWS

- A. Windscreens must be OEM glass or lexan/polycarbonate replacement.
- B. Lexan windscreens must be securely mounted and have a vertical brace, which is securely mounted down the centre of the inside of the vehicle.
- C. Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of .125- inch 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. Drivers and passengers side windows must be clear enough for all marshals and scrutineers to easily see through. 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. Competitors with convertible vehicles must use arm restraints.
- H. Vehicles must have a functioning windshield wiper.

19. BONNET

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

20. STICKERS

- A. All required DriftCup and/or other decals or markings must be present in the specified location.
- B. HEL DriftCup sun visor banners are required.
- C. BDC reserves the right to have any decals, marks, or other items removed or covered at their discretion.

21. TOWING APPARATUS

- A. Front and rear towing hooks must be present and clearly marked.
- B. They should be strong enough to withstand the weight of the vehicle being pulled from non racing surfaces such as gravel traps (approximately 2500kgs)
- C. MSA approved wire tow eye straps are advised but other towing apparatus may be approved at the technical inspector's discretion. Any towing apparatus used must not protrude from a blunt surface.
- D. Tow hooks must be visible, coloured in contrasting colour to surrounding bodywork or clearly indicated with "TOW" and/or with an arrow in contrasting colour to surrounding bodywork/paint/livery.

22. LIGHTS

- A. The use of electrical, mechanical, and or hydraulic cut-off switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.
- B. All vehicles must be fitted with a minimum of 2 working brake lights in their OEM position .

C. Any vehicle without working brake lights will be immediately disqualified.

23. 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. Airbags/Supplemental Restraint Systems (SRS) must be removed.
- D. Any round steering wheels except wood trimmed may be used.
- F. The rear seats, all-carpets, air-conditioning, roof-lining, fabric door cards and all unnecessary interior must be removed. The DriftCup technical inspector has the right to uninstall interior/exterior parts when judged hazardous or unstable.

24. DRIVER SAFETY REGULATIONS

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

25. DRIVING SUIT

- A. No bare skin should be showing at any-time.
- B. Racing Suit: Fire proof material, single layer minimum.
- C. Kart suits are not permitted.
- D. Racing Gloves: Fire-proof material.
- E. Vest: Fire-proof material.
- F. Racing Shoes: Fire-proof material.

26. HELMET

- A. A fire-proof balaclava is required for an Open-Face helmet.
- B. Helmet chin straps must be buckled or fastened while on course. CERTIFIED HELMETS – FIA 8860 - 2004 Not recognised for motorsport use after 31.12.2020 FIA 8860 - 2010 FIA 8858 -2010 FIA 8859 - 2015 FIA 8860 - 2018

27. HEAD AND NECK RESTRAINTS (HANS DEVICES)

These are not required but recommended for 2019. Hans devices will be mandatory in 2020.

- A. A HANS devise (Head and neck restraint) certified in accordance with SFI 38.1, FIA 8858- 2002 or 8858-2010 is mandatory.
- B. After any significant impact, it is recommended that the device tether be replaced.

28. SEATS/HARNESSES

- A. All bucket seats must be fixed to the floor and secure. Recliners are not permitted.
- B. The minimum of a 4-point FIA approved harness with 3 inch shoulder straps must be installed in the driver seat or a HANS approved FIA harness 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 45degrees, 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.

29. FIRE SUPPRESSION SYSTEM

All vehicles must have a hand held 1kg fire extinguisher fitted. This must be in reach of the driver wearing their seat belt.

It is highly recommended that a 2.25kg plumbed in system be installed. Should you wish to compete in the BDC, this is required in their rules and regulations.

30. REAR TYRES

- A. Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin.
- B. Vehicles may only run an approved tyre with a measured tyre width no greater than 265mm.
- C. Tyre sizes are as measured in mm across the span of the contact patch.

D. Tyre size must not exceed the maximum size dictated at any time on track.

E. Tyre size may be measured and verified on track before or after tandem rounds and qualifying. A DriftCup official may also check tyre size at any time during the event.

F. All drivers must dispose of their own tyres after competition or face a fine of £250.

H. Race tyres including slicks and cut slicks are not permitted.

31. FRONT TYRES

Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin.

If you require clarity on any of the above rules and regulations, please contact us at info@driftcup.co.uk