



TECHNICAL REGULATIONS

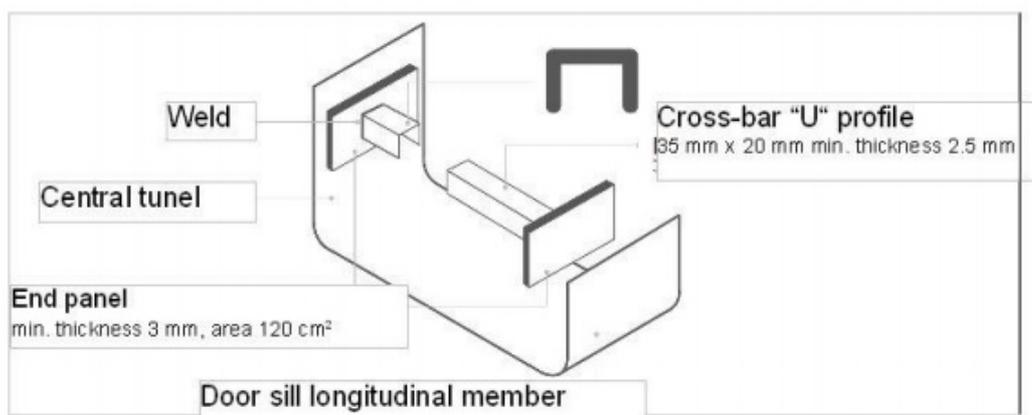
Drift Masters Grand Prix 2017

ART. 1. ACCEPTED CARS

1. The following cars are accepted for participation in DMGP:
 - 1.1. passenger cars with a rear wheel drive only (RWD), with the drive unit in the front of the car.
 - 1.2. passenger cars bearing a VIN on the car bodyshell, of which at least 2,500 were manufactured.
2. The bodyshell must be at the minimum 50% based on the original construction.
3. Open body cars must have the roof closed during the competition (hard-top is recommended).
4. Bodyshell modifications between the front and rear axles are not permitted. Small modifications of the body required to accommodate a different engine and transmission are allowed. This rule comes into effect from 2018.

ART. 2. RULES OF VEHICLE MODIFICATION

1. All modifications of engine and ancillaries, transmission, suspension, steering and braking systems are permissible.
2. Modifications of the following elements: both upper and lower suspension mounting points, bulkhead, transmission tunnel, floor panel, and braking system, cannot limit their original functions.
3. The driver's compartment must be partitioned using inflammable materials, maximising the Competitor's safety in the case of the car cabin or the boot containing a fuel tank, oil tank or battery.
4. The drive shaft must be supported by a metal support, limiting its movement in case of rupture.
5. The maximum noise level of exhaust systems is set at 98 dB(A) +/- 2 dB(A) measured at 3,500 rpm. Additionally, the noise level of exhaust systems cannot exceed the level specified in a separate announcement by the Organiser of a particular competition.
6. The use of any inflammable materials is acceptable for mudguards (fenders), roof covering, engine cover, and doors, including the tailgate/luggage compartment door. The door on the driver's side should retain the originally fitted (OEM) method of closing the door and the original hinges should be retained. Rear doors may be permanently sealed up.
7. The wheel size does not need to match factory fitted wheels originally provided with the car. The use of retreaded tires, approved for road use, is permitted. The use of slick tyres is prohibited. The maximum rim diameter permitted is 18 inches. The maximum tire width of the rear axle wheels is 2,685 mm. Tyres with the tread-wear rating (TW) below 110 are not permitted on the rear axle wheels.



8. The stop lights, reverse lights, and the hazard warning lights must be in working order. If a competitor removes the headlights, he/she must mount plugs in their place in such a way as to leave no exposed sharp edges that can create a safety hazard.

9. The car must be fitted with additional stop lights of LED type. These lights, in the form of a LED strip at least 50 cm long must be fitted on the edges of the roof just above the front and rear windshield, in the central axis of the car. The LED strip above the front windshield must not interfere with the organizer's official windshield banner which cannot be covered by it.

10. Leaks of any type liquid are unacceptable and disqualify from trainings and competitions in case these won't be removed. The driver after repair has to report readiness to Technical and Routes Protection Director, who will decide about possibility for further participation in trainings and competitions.

11. Each car must have an inside rear bumper. The element must be made of a steel or aluminium tube with the outer diameter of at least 25 mm and the wall thickness of at least 2 mm (in the case of an aluminium tube, the wall thickness must be at least 3 mm). The tube may be replaced with a closed profile of the same or greater strength. The inner bumper should be of a width not smaller than the outer width of side members. It should have rounded ends to prevent it from catching on another car or an element of track safety barriers. The space between the inner bumper and the outer bumper should be of no more than 20 cm at every point. The bumper should be welded or screwed to the structure of the car on both sides - with at least 2 screws (8 mm) of strength class 8.8 or higher (4 screws to fasten the bumper in total). The connection between the inner bumper and the car structure should be made of tubes or profiles of parameters not lower than the inner bumper itself. The inner bumper structure may not project in any place beyond the outline of the car and must be entirely under the outer bumper.



ART. 3. CAR SAFETY REQUIREMENTS

1. The use of a roll cage with the minimum of six anchorage points is required. Each anchorage point must have a clamping plate with a minimum thickness of 3 mm.

1.1. In new cars, the roll cage must be constructed according to the specifications listed in the Appendix J – Art.253, clause 8 of FIA technical regulations.

1.2. Those parts of the roll cage that could be exposed to direct contact with the competitor's body and helmet must be covered with protective coating. The use of homologated fireproof coating shall be required.

2. The car must have a bucket type driver's seat with a FIA homologation. Seats with an expired homologation (up to 5 years) are acceptable.

2.1. The seat must be fixed, the use of sliding rails is prohibited.

2.2. Seat fitting:

a) Supports may be attached to seat mounting points used in the original car.

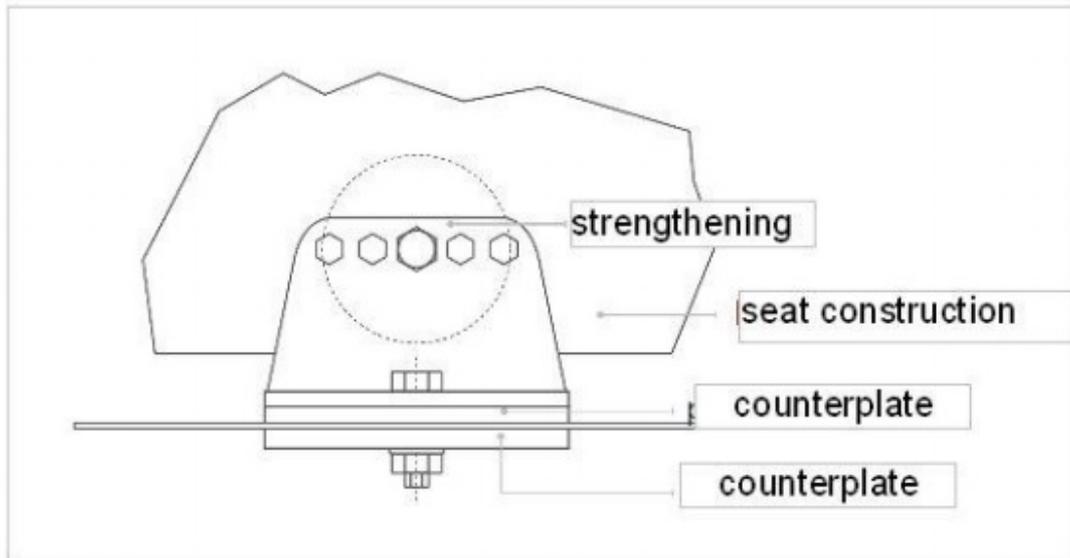
b) Supports may be attached to additionally fitted cross-bars, welded to the body. The cross-bars must have counterplates of a minimum of 120 cm² area and be 3 mm thick at the minimum. The "U" profile cross-bars must be made of sheet steel with a thickness of at least 2.5 mm and minimum dimensions of 35 x 20 mm.

SEAT BRACKETS MOUNTED TO EXTRA CROSS-BARS

c) Supports may be attached directly to the bodyshell or chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8 mm (min. hardness grade 5.5) and counterplates, according to the drawing. The minimum area of contact between support, shell/chassis and counterplate is 40 cm² for each mounting point.



SEAT BRACKETS MOUNTED DIRECTLY TO THE SHELL/CHASSIS



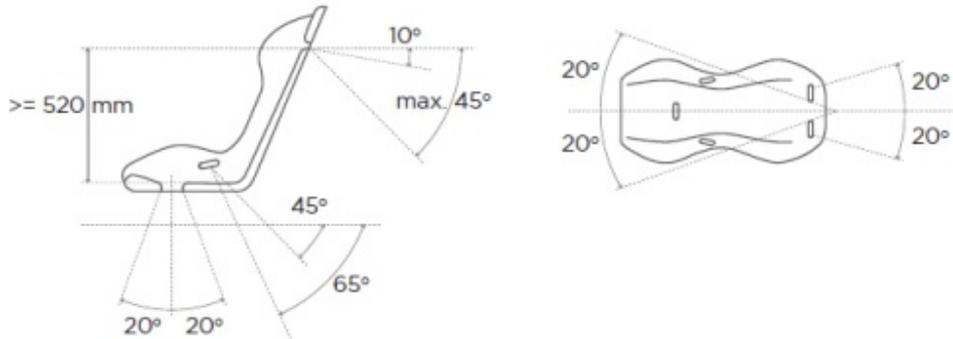
2.3. The passenger seat must meet the same requirements as the driver's seat or may be removed.

3. The car must have a driver's safety belt, homologated by the FIA. Seat belts with expired homologation (up to 5 years) are approved

3.1. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest. The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent. It is recommended to fasten the rear part of the seat belt to the roll cage.



INSTALLATION OF SAFETY BELTS



3.2. It is prohibited for the seat belts to be anchored to the seats or their supports.

3.3. The anchorage point originally fitted by the car manufacturer may be used for fitting the seat belts.

3.4. If the passenger seat is present, the passenger's safety belt must fulfil the same requirements as the driver's safety belt.

4. The car must be equipped with a general circuit breaker. The general circuit breaker must cut all electrical circuits (battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine. It must be installed according to the specifications listed in the Appendix J – Art. 253, clause 13 of FIA technical regulations.

4.1. The driver normally sitting at the steering wheel with the safety belt fastened, must be able to manually operate the circuit breaker.

4.2. The circuit breaker must be also accessible from outside the vehicle and marked with the appropriate symbol.

EXTERNAL MARKING FOR THE CIRCUIT BREAKER





5. The car must have a fixed fire extinguisher in good working order, weighing at least 2 kg. The use of a separate extinguishing system shall be required. Fire extinguishers must have valid certificates.
6. The car must have a full partition separating the engine compartment from the passenger compartment. Openings of any kind and passes between the engine compartment and the driver's cab must be sealed and fire protected.
7. The car must have a set of screws in good working order or pins with nuts fixing the wheel. If a wheel rim has additional threaded holes - screws must be driven in all of them.
8. Using wheel spacers up to the maximum thickness of 20mm is permitted. Spacers thicker than 20mm must be equipped with own bolts for fixing to the hub. The maximum thickness of a spacer permitted is 60mm.
9. Each competitor must have a spare set of pins/screws with nuts fixing the wheels, being in good working order. It is recommended to replace a set of pins/screws with nuts fixing the wheels with a new one twice per season.
10. Cars using alcohol-based fuel, for example E85, must bear appropriate markings, placed near the lower edge of the front and rear windshield.
11. The car must have a front and rear towing eye which must be located in a visible and easily accessible place.
 - 11.1. A fixed towing eye is permitted, and must be painted yellow, orange or red. It is recommended that the towing eye is fitted according to the specifications in the Appendix J - Art. 253, clause 10 of FIA technical regulations.
12. The battery must be securely fixed, and the positive terminal must be covered.
 - 12.1. Fitting of the battery inside the driver's compartment is permitted. In this case it must be in a sealed box and ventilated to the outside of the car. This rule doesn't apply to gel batteries.
13. If a fuel tank other than factory-fitted is installed, method of fixing it in the trunk must include additional reinforcement to protect the tank from damage in case of impact in the rear part of car. Additionally the fuel tank vent lines must conform to the same specifications as the fuel lines and have a minimum burst pressure of 70 bar (1,000 psi) and a minimum operating temperature of 135 dg C 250 dg F and must be fitted with a system that contains a float valve.
 - 13.1. The car must be fitted with a gravity activated roll-over valve which shuts off fuel flow in case of the car rolling over.
14. Fuel and oil hose connections must be machine sealed or use threaded connectors.
 - 14.1. All the cables passing through the car's solid elements must be protected from mechanical damage.
15. The Doors



15.1. If the OEM fitted doors have been changed or modified, a safety cage with a minimum of two elements between the A and B pillars is required.

15.2. During the competition, both the driver's and passenger's windows must remain closed.

15.3. Use of the standard OEM metal door with reinforcement on the driver's side is recommended.

16. Moving parts.

16.1. If a non-standard (non-OEM) boot or bonnet lid is fitted, safety fasteners must be used.

16.2. Edges of all parts that are not factory-fitted, for example spoilers, must be rounded. The Technical Control Manager may request that the external parts which are not factory fitted removed, if they are deemed to create a potential hazard.

17. The windshield must be made of laminated safety glass.

18. There cannot be loose objects in the car that could cause hazard to the driver.

ART. 4. SAFETY REQUIREMENTS FOR DRIVER AND PASSENGER

1. Competitors must have a FIA approved crash helmets, with valid or expired homologation (up to 5 years out of date is acceptable).

1.1. The driver must wear a fastened helmet, for as long as the car is on the track.

2. Competitors must wear an overall, shoes, gloves, balaclava and a roll-neck top with FIA homologation (up to 5 years out of date is acceptable).

3. When passengers are carried (on Organiser's request), they must have a safety helmet with a current safety approval. Helmets with a FIA homologation, current or expired (up to 5 years) are recommended.

3.1. The passenger must wear a fastened helmet, for as long as the car is on the track.

ART. 5. GENERAL PROVISIONS

1. A car the construction of which is deemed to pose a safety hazard may be excluded from the competition by the Team of Judges or the Competition Management.

2. The organizer reserves the right to refuse each vehicle and/or driver failing to meet the safety requirements and to follow orders of the Organizer and the Team of Judges using the track.



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