



# ROYAL

DRIFT SERIES

## TECHNICAL REGULATIONS

2026

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These requirements comply with Appendix J, L to the FIA International Sporting Code, Article 253.

These requirements apply to cars participating in the Royal Drift Series. The requirements defined below ensure safety, the Series status, and specific features.

Race cars must comply with the requirements listed herein. The Panel of Stewards may reject a car if its design is deemed dangerous. If a certain device is allowed as an optional feature, its installation must comply with these regulations.

The final decision on whether a car meets safety standards is made by the Race Director, based on a report from the Technical Delegate about the car's compliance with safety requirements and any modifications. The Technical Delegate specifies issues to be rectified within a certain period (up to several hours). The participant is obliged to comply with this decision. Failure to meet the requirements within the specified period results in disqualification.

Any modifications to the car or accessories made after the technical inspection must be declared to the Technical Delegate.

If, during the competition, a car temporarily stops complying with the regulations due to an accident, the Technical Delegate decides whether it can continue, taking into account the safety of the driver, other participants, officials, and spectators. Their decision may not be appealed.

Technical inspection does not relieve the driver, team members, mechanics, or car owner of their ultimate responsibility for the safety and operation of the car and its accessories.



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## 1. Eligible Cars

Eligible cars are those converted from stock coupes, sedans, hatchbacks, or station wagons with no more than five doors and equipped exclusively with rear-wheel drive.

Cars must retain the original stock body, chassis, and/or frame between the standard front and rear suspension mounting points (as provided by the manufacturer). Cars that do not meet the above eligibility criteria may be permitted only with the approval of the Technical Delegate.

Minimum weight: 1,100 kg (car with driver) Maximum weight: 1,500 kg

## 2. Safety Cage (Roll Cage)

All cars participating in the drift competition must be equipped with a safety cage. The safety cage must meet one of the following conditions:

- Manufactured according to the requirements of Appendix J, Article 253-8 of the FIA International Sporting Code.
- Be homologated or certified by an ASN (Automobile Sport National Authority) according to FIA homologation rules for safety cages. Any ASN-homologated cage must have an identification plate attached by the manufacturer. The identification plate must not be copied or relocated; it must be embedded, engraved, or made as a metal plate. It must contain the following information: manufacturer name, homologation or certification number (ASN homologation form or certificate), and the manufacturer's individual serial number.
- Manufactured by a foreign certified manufacturer according to Formula D, Drift Masters, RDS GP, or DMEC requirements.

**Safety cage:** A structure made of interconnected tubes, installed inside the cockpit and fitted close to the bodyshell, designed to reduce deformation of the bodyshell (chassis) in the event of an impact.

**Main Roll Bar:** Transverse and near-vertical (maximum angle  $\pm 10^\circ$  to the vertical) single-piece tubular roll bar located across the car just behind the front seats. The tube axis must be within a single plane.

**Front Roll Bar (see Figure 253-1):** Fitted close to the A-pillars and upper edge of the windscreen opening.



**Side Bars (see Figure 253-2):** Longitudinal and/or vertical tubular members installed along the left and right sides of the car; the rear uprights are vertical and located behind the front seats.

**Half-Height Side Bar (see Figure 253-3)**

**Longitudinal Members:** Near-vertical single tubes connecting the front and main roll bars at their upper points.

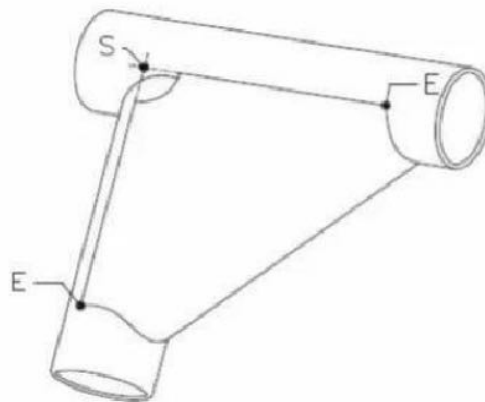
**Transverse Members:** Near-horizontal single tubes connecting the left and right side bars at their upper points.

**Diagonals:** Tubular members installed in accordance with the applicable drawings, running from the upper corner of a roll bar to the opposite lower mounting point, or from the upper end of one rear support to the lower end of the opposite support.

**Cage Reinforcements:** Additional tubular elements installed to increase the structural rigidity of the safety cage.

**Mounting:** The safety cage must be fixed to the chassis at a minimum of six (6) mounting points, or at eight (8) points when firewall reinforcement is fitted. The mounting is a plate at least 2 mm thick, with a minimum area of 120 cm<sup>2</sup>, welded to the end of the safety cage tube.

**Gussets:** Reinforce corners and connection joints (see Figure 253-34).



253-34

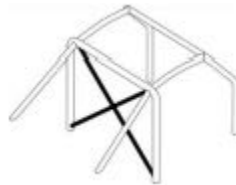
**Basic Configuration.** Use one of the following layouts: A) Main roll bar + front roll bar + 2 longitudinal members + 2 rear braces + 6 mounting points (Figure 253-1); B) 2 side bars + 2 transverse members + 2 rear braces + 6 mounting points (Figure 253-2); C) Main roll bar + 2 side bars + 1 transverse member + 2 rear braces + 6 mounting points (Figure 253-3).



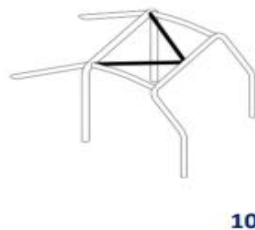
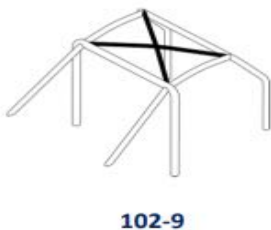
The vertical sections of the main roll bar must be as vertical as possible and be fitted close to the bodyshell; only one bend is allowed in the lower section. Front uprights must be positioned as close as possible to the A-pillars; only one bend is allowed in the lower section. Joints between the side/front roll bars and longitudinal/transverse members must be located in the roof plane.

Rear braces must be attached to the outer upper corners of the main roll bar, angled at a minimum of 30° to the vertical, directed rearward, and positioned as close as possible to the inner side panels.

The safety cage must have two straight diagonal braces on the main longitudinal member, as shown in the drawing below. The uprights must be straight. The lower end of each diagonal brace must connect to the main roll bar within 100 mm of the mounting foot. The upper end must connect to the main roll bar within 100 mm of its junction with the rear upright.



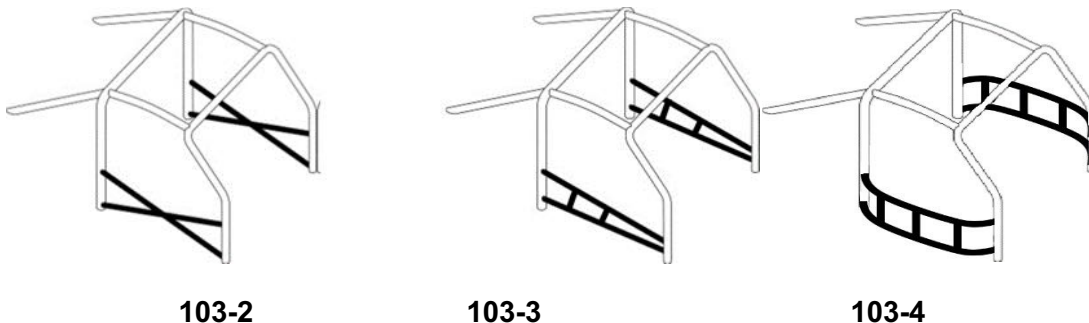
Roof reinforcement: The upper part of the safety cage must be reinforced with elements shown in Figures 102-9, 102-10, or 102-11. The members may follow the roof curvature. For competitions without co-drivers, for the arrangement shown in Figure 102-9, only one diagonal member may be installed, but its front attachment must be on the driver's side. The ends of the members must be located within 100 mm of the junction where the tubes meet the structural members (this does not apply to the upper part of the V-shaped section formed by the reinforcing members in Figures 102-10 and 102-11).



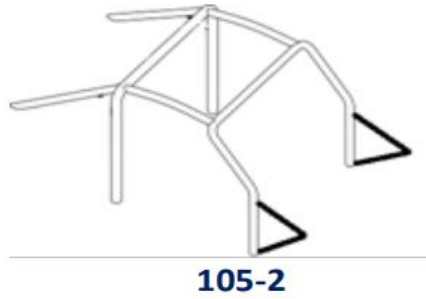
## Side Door Opening Protection:

Longitudinal members (door bars) must be installed on each side of the car as shown in Figures 103-2, 103-3, or 103-4. The arrangements shown in the figures may be combined. One additional longitudinal element may be added to any of the configurations shown in the figures below. The configuration must be identical on both sides; if there is no passenger seat, a single longitudinal element may be used. The side protection must be positioned as high as possible, but its upper mounting point must not exceed half the height of the door opening, measured from its base. If these upper mounting points are located in front of or behind the door opening, this height restriction applies to the corresponding intersection of the element and the door opening (side view). For Figure 103-2: At least one part of the “X” must consist of a single continuous tube. For Figure 103-3: The door bars may also be arranged parallel to each other. For configurations shown in Figures 103-2, 103-3, and 103-4: The mounting points of the longitudinal members must be directly connected to the front upright and the main roll bar cross-member. If the two door bars do not intersect (as in the “X” configuration shown in Figure 103-2), the upper and lower door bars must be connected by at least two vertical tubular sections, as shown in Figure 103-3. “NASCAR-style” side protection bars extending to the exterior are permitted; door paneling as shown in Figure 103-4 may be used. If a “NASCAR” configuration is used, the outer bars must have at least three vertical tubular sections connecting the upper and lower door bars. For Figure 103-4, the upper and lower longitudinal elements are not required to be parallel.

Mounting of door bars to the windshield pillar reinforcement (if present) is permitted. Under no circumstances shall a door bar pass through the chassis “A” or “B” pillar.



Installation of firewall reinforcement (foot protection) is recommended. See Figure 105-2 for the installation layout.



Minimum Mounting Points to Body/Chassis: One per front roll bar upright; one per side/partial roll bar upright; one per main roll bar upright; one per rear brace. Trimming or forming of inner panels is permitted for installation. The fuse box may be relocated if necessary.

### Materials and Construction

Material	Minimum tensile strength	Minimum dimensions	Designated
Cold-drawn seamless non-alloy carbon steel (see below), with a maximum carbon content of 0.3%.	350 N/mm <sup>2</sup>	45 x 2.5mm (1 <sup>3</sup> / <sub>4</sub> x .095")	Main roll bar or side roll bars and rear cross members
		or	
Cold-drawn seamless non-alloy carbon steel (see below), with a maximum carbon content of 0.3%.	350 N/mm <sup>2</sup>	50 x 2.0mm (2 x .083")	Side safety roll bars and other safety cage elements.
		or	
		38 x 2.5mm (1 <sup>1</sup> / <sub>2</sub> x .095")	
		or	
		40 x 2.0mm (1 <sup>5</sup> / <sub>8</sub> x .083")	
		or	

For non-alloy steel, the maximum alloying element content is 1.7% for manganese and 0.6% for other elements. Selected steel must have good ductility and weldability. Tubes must be cold-bent. The centerline bend radius shall be at least 3 times the tube diameter. If deformation occurs during bending, the ratio of the minor to major diameter must be ≥0.9. Bent surfaces must be smooth and even, free of bulges or cracks.

Welding: Full circumferential welds required on all tubes with maximum penetration,



preferably using gas-shielded arc welding. For heat-treated steels, follow manufacturer guidelines.

**Padding:** Areas where the driver might come into contact may be covered with fireproof padding. Helmet contact zones must use permanently fixed padding that complies with FIA 8857-2001, Type A (FIA Technical List No. 23).

**Routing:** No wiring, piping, fire extinguisher pull cables, or master electrical switch cables may be routed between the safety cage and exterior body panels.

### 3. Safety Net (Window Net)

If there are no side windows, a safety net or arm restraint system is mandatory. In such cases, the driver must wear a fully enclosed helmet with a visor. The visor must be fully closed during competition runs.

**Net Specifications:**

Must be attached to the safety cage.

Minimum webbing width: 19 mm.

Mesh size: 25×25 mm to 60×60 mm.

**Position:** Close to the window opening, opposite the center of the steering wheel.

**Material:** Non-flammable; all joints must be stitched.

The net must be fixed to the cage (cage modification is prohibited) above the side window on the driver's side. It must feature a single-hand quick-release mechanism (handle/lever must be bright orange and clearly visible). A push-button release is permitted if it is externally visible, brightly colored, and labeled "PUSH".



## 4. Safety Harnesses

### Requirements:

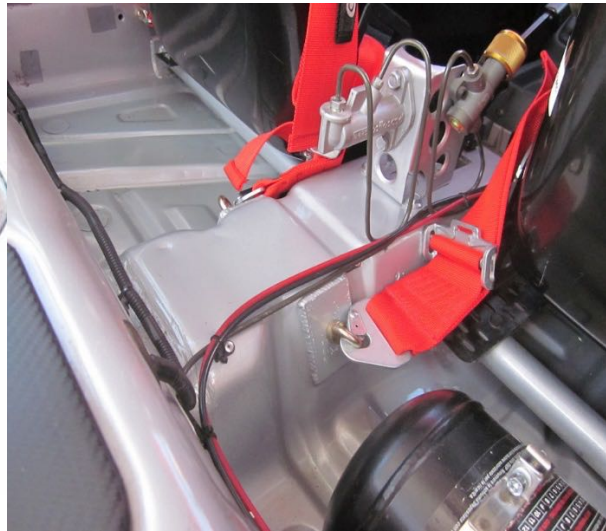
Cars must be equipped with 5-point or 6-point safety harnesses mounted to the body/chassis. Harnesses must be homologated to FIA standard 8854/98 or 8853-2016. Buckle teeth must be metallic; the mechanism must feature a rotary buckle/lock with valid homologation.

Mandatory use of Frontal Head and Neck Restraint Systems (HANS, Hybrid, or equivalent).



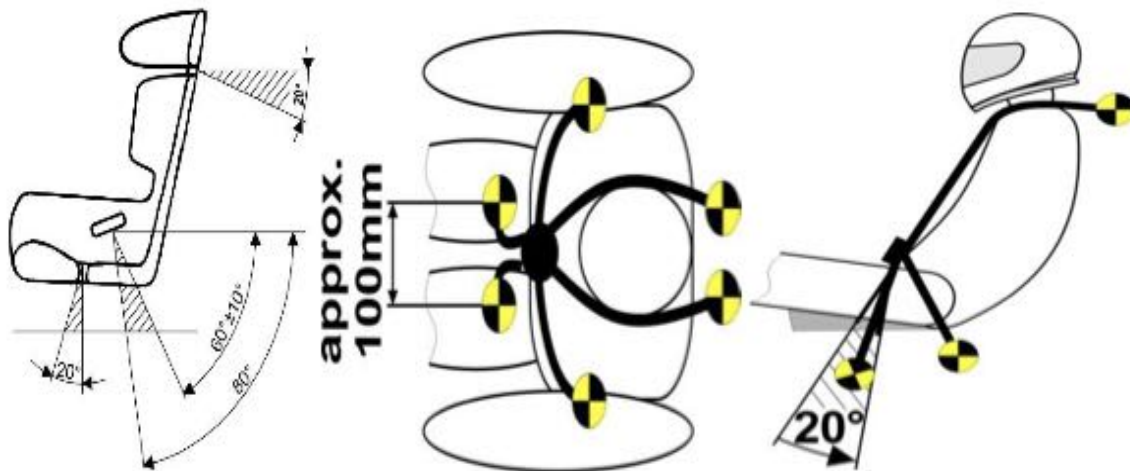
### Installation

Safety harnesses must be installed according to the requirements of Appendix J, Article 253-6. Prohibited: Attaching harnesses to the seat or its sliders/brackets. Permitted: Mounting to standard body/chassis mounting points; recommended arrangement is shown in Figure 253-61. Shoulder straps must run rearward at an angle not exceeding  $45^\circ$  from the top edge of the seatback. Maximum divergence or convergence relative to the seat centerline:  $20^\circ$ . Lap and shoulder belts must not wrap around the edges of the seat — they must pass only through the central openings. Harnesses must be secured at the pelvis level (between the iliac crest and the upper thigh). Positioning above the abdomen is strictly prohibited.



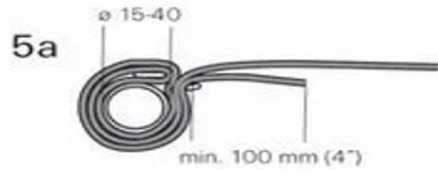
If standard mounting points cannot be used, new points must be created on the body or chassis using reinforced inserts with eye bolts; shoulder strap anchors should be positioned as close as possible to the rear axle centerline. Shoulder belts may be attached to the safety cage or wrapped around the brace tube. Attachment to the upper standard mounting points of the rear seat belts is permitted.

Attachment to a cross-member installed between the rear braces is acceptable (see Figs. 253-18/26/27/28/30 and 253-66).



253-61

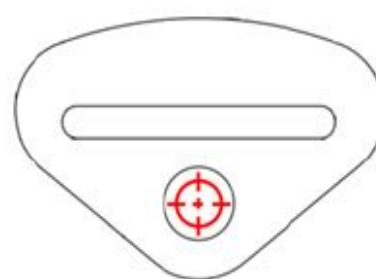
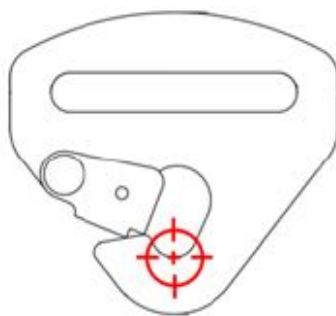
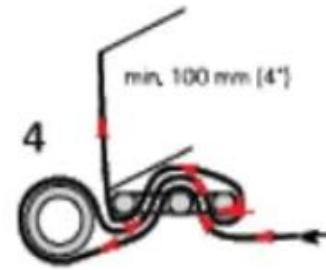
## Roll Cage/Überrollkäfig



## Roll Cage



## Attachment Hardware



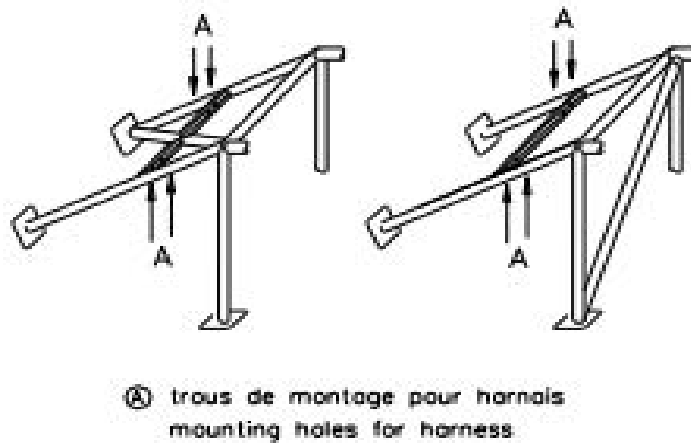


Figure 253-18/26/27/28/30 and 253-66

## Operation & Maintenance

Harness effectiveness and service life depend on proper installation and care. Safety harnesses must be replaced after severe impacts, chemical/UV damage, or wear and tear. Deformed, corroded, or rusted metal components and buckles are grounds for immediate replacement. Any harness found to be defective or compromised must be replaced immediately. The use of non-racing grade hardware (e.g., standard construction eye bolts) is strictly forbidden.

### 5. Seats, Mounting Points, and Brackets

Standard seats must be replaced with racing-type seats. Installation of homologated seats with openings for 5-point harnesses is recommended (standards 8855/1999, 8855-2021, or 8862/2009). Standard brackets may be removed. The use of certified racing brackets is recommended.

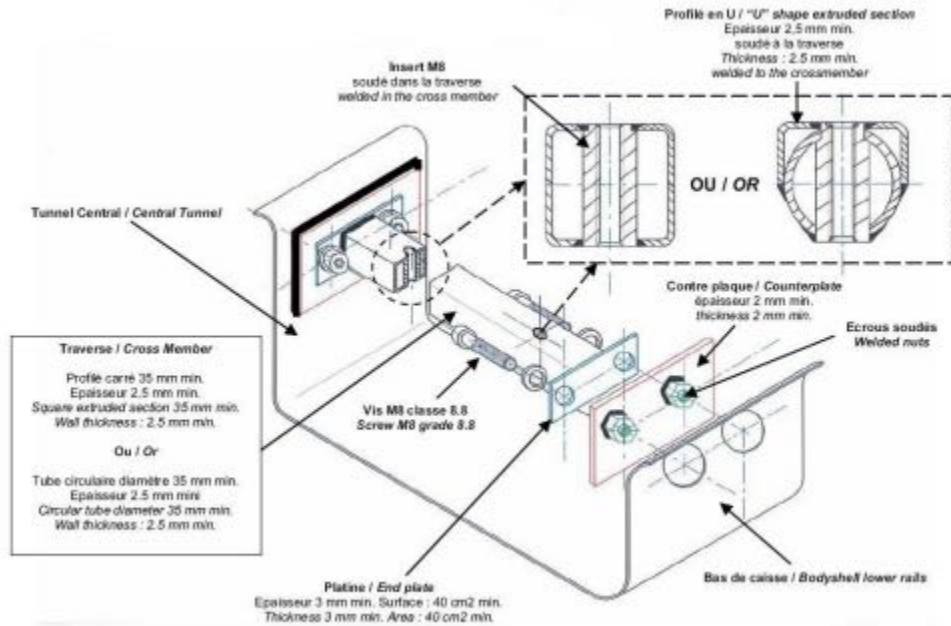
The seat must be rigidly mounted to the body/chassis and face forward; the passenger seat may be removed. Seat brackets and their mounting points must comply with Article 253-16, Appendix J. If the seats are mounted on transverse tubes, these tubes must be secured in accordance with Article 253-16.2 (Figure 1) or welded directly to the body/chassis.

Tubes must be fully circumferentially welded to reinforcing plates with a minimum area of 40 cm<sup>2</sup> each and a minimum thickness of 3 mm. These plates must, in turn, be fully circumferentially welded to the body/chassis. All welds must be of high quality; grinding, filling with body filler, or similar finishing is strictly prohibited.

Seamless steel tubes must be used with the following minimum dimensions: Round cross-section: 35 mm × 2.5 mm. If crotch straps of the safety harness are mounted on

these tubes, the following minimum tube dimensions must be used: Round seamless steel tubes: 38 mm × 2.5 mm or 40 mm × 2 mm.

At seat bracket mounting locations, tubes must have local reinforcements in the form of welded-in bushes/bushings and support plates in accordance with the regulations.

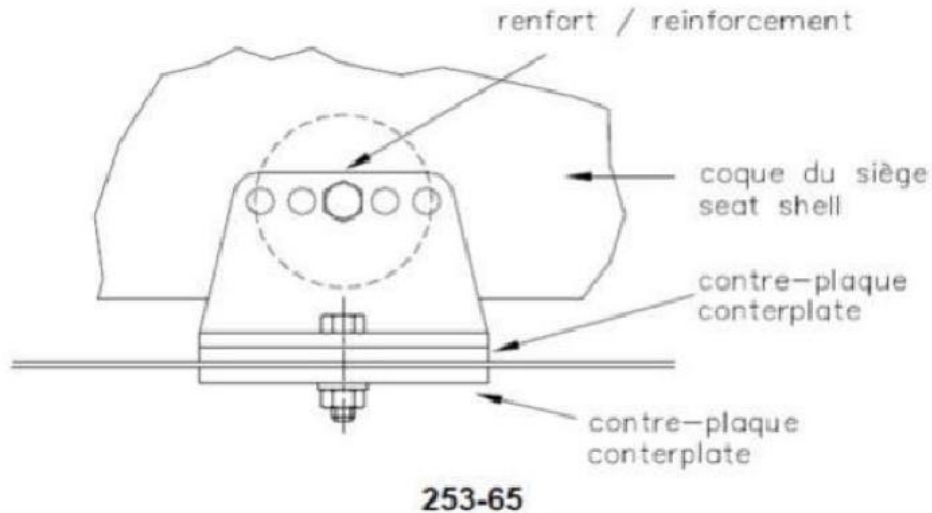


Dessin / Drawing 253-65B

Figure 1

To standard body mounting points: Brackets must be secured with a minimum of four bolts, Ø ≥ 8 mm, grade 10.9, or directly to body/frame (per Figure 253-65) using mounting plates and a minimum of four bolts, Ø ≥ 8 mm, grade 10.9 per seat.

Contact area at each mounting point between bracket, body/frame, and reinforcement plate: ≥ 40 cm<sup>2</sup>. Seat must be secured at four points (two front, two rear). Each mounting point must withstand a load of 15,000 N from any direction. Padding thickness between driver and seat: ≤ 50 mm.



## 6. Fire Suppression System

The car must be equipped with a fire suppression system homologated by the FIA (lists of approved systems and manufacturer instructions are specified in FIA Technical Lists No. 16 and No. 52).

The system must be installed strictly in accordance with the manufacturer's instructions. The fire-extinguishing agent must be certified for extinguishing the type of fuel used in the car.

The internal activation mechanism must be easily reachable by the driver at all times while seated and harnessed.

The external activation point must be located close to the external master electrical switch cut-off, or combined with it, and clearly marked with a sticker: "Red E inside a red circle on a white background", diameter 10–12 cm (Figure 2). The fire suppression system is valid for 2 years from the date of manufacture or from the date of the last certified service/recharge.



Figure 2

## 7. Driver's Safety Equipment

The driver must present the following protective equipment at technical inspection and wear it during all competition runs:

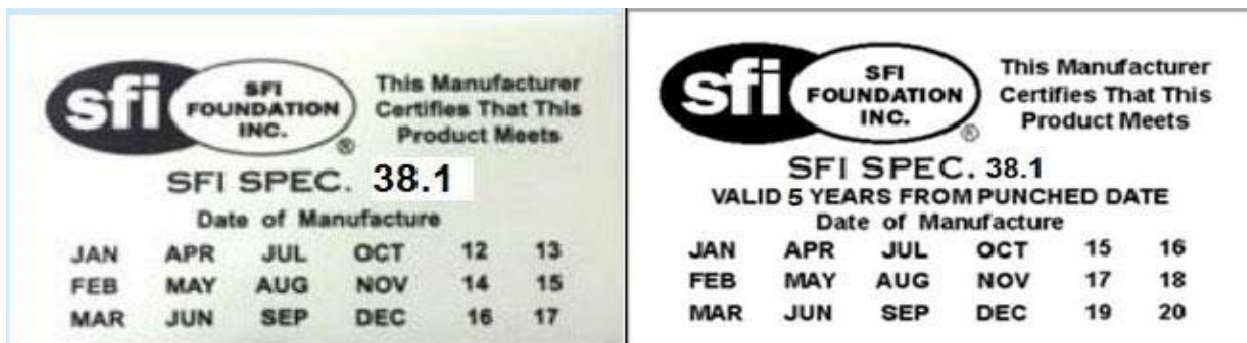
- Motosport helmet

Only helmets compatible with Head and Neck Restraint (HANS®) systems are permitted. Must comply with FIA Standard 8858-2002 or FHR Standard FIA 8858-2010. Helmets used with Head and Neck Restraint devices must have manufacturer-installed anchor posts for FHR system clips and comply with one of the following standards:

- Snell SA 2015
- Snell SAH 2010
- Snell EA 2016
- FIA 8860-2018
- FIA 8860-2010
- FIA 8860-2004
- FIA 8859-2015

- Head and Neck Restraint Systems (HANS® – FIA Standard 8858-2002; FHR – FIA Standard 8858-2010) may be used with helmet models listed in FIA Technical List No. 29, provided they bear the corresponding homologation marking. For more detailed information, refer to the guides prepared by the FIA Institute for Motor Sport Safety, including the HANS and HYBRID Usage Guide.

- Head and Neck Restraint Systems complying with SFI Specification 38.1 are also permitted. Such devices must have a destructible homologation label showing the date of manufacture and the expiry date.



- Helmet liner: Fire-retardant
- Fire-retardant overalls: Must comply with one of the following standards:



FIA 8856-2018  
 FIA 8856-2000  
 RAF 1995 (Russian Automobile Federation)  
 FIA 1986  
 SFI Foundation Inc. 3.2A/1 or higher

- Fire-resistant thermal insulation underwear: motorsport long johns, motorsport socks, and motorsport long-sleeve undershirt.
- Special motorsport footwear
- Motorsport gloves.

These rules are based on Appendix L to the FIA International Sporting Code.

## 8. Permitted Body and Chassis Modifications

Removal, lightening, or replacement of body elements is prohibited, except for those explicitly permitted by these regulations.

Brackets for unused equipment; Rear seat brackets; Front wheel arches may be modified to allow for increased steering angle (turn radius).

The firewall must remain in its original location. Modifications to the firewall and transmission tunnel are permitted, including partial replacement and reinforcement using sheet steel with a minimum thickness of 0.8 mm, subject to the dimensions shown in Figure 3.

In all cases, the firewall and transmission tunnel must remain impermeable to fire and fluids.

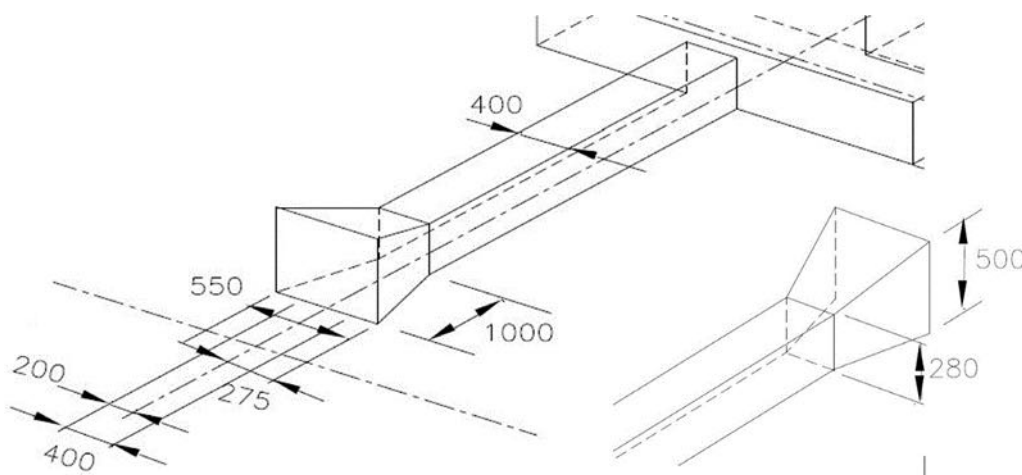


Figure 3

Modification, including replacement with a custom structure ensuring chassis rigidity, is permitted for portions of the structural chassis elements (front and rear

frame rails) in accordance with Figure 4 (sections located outside axes A1–A1 and A2–A2), at a distance of 200 mm from the front wheel centerline.



Figure 4

## 9. Bumper

Front and rear bumpers must completely cover the corresponding body areas. When viewed from the rear, no components shall protrude from beneath the bumper, except for the exhaust pipe.

Materials: Impact-resistant plastic, resin-based composites, fiberglass, or carbon fiber. Bumpers must be installed before the technical inspection. Bumpers must be securely attached.

## 10. Towing Strap

Soft nylon towing straps (webbing type) or steel wire ropes with a diameter of 10 mm must be installed on the front and rear of the car.

Straps must be securely attached. Damaged straps are not repairable and must be replaced. Protrusion: The strap loop must extend 15–25 cm beyond the bumper.

Visibility: The strap must be clearly visible. The location on the bumper/reinforcement bar must be marked with a brightly colored arrow at least 12 cm in length.

## 11. Bash Bar (Bumper Reinforcement)

Bumper Reinforcements (Bash Bars) and Mounting

The car must have front and rear bumpers and their associated safety structures. Factory elements must be secured to the mounting points provided by the manufacturer. Non-original safety structures (bash bars) must be made of steel tubes 25–44 mm dia. and 1.6–3.2 mm wall thickness, and secured to the side members with bolts: Four 10 mm dia. bolts, min grade of 8.8, on each side or welded, and must be horizontal ( $\pm 10$  degrees) (Figure 5).

Tubes must remain hollow along their entire length and be placed as close as possible to the outer bumper shell.

Additional mounting points for the outer bumper shell, fenders, headlights, and ancillary equipment are allowed. Materials and construction are free, provided they do not create dangerous sharp edges or angles.

The outer bumper shell must be securely fastened at a minimum of four points. Mounting systems based on plastic zip ties/cable ties are strictly prohibited.

Bash bars that do not meet these requirements may only be used with the approval of the Technical Delegate.

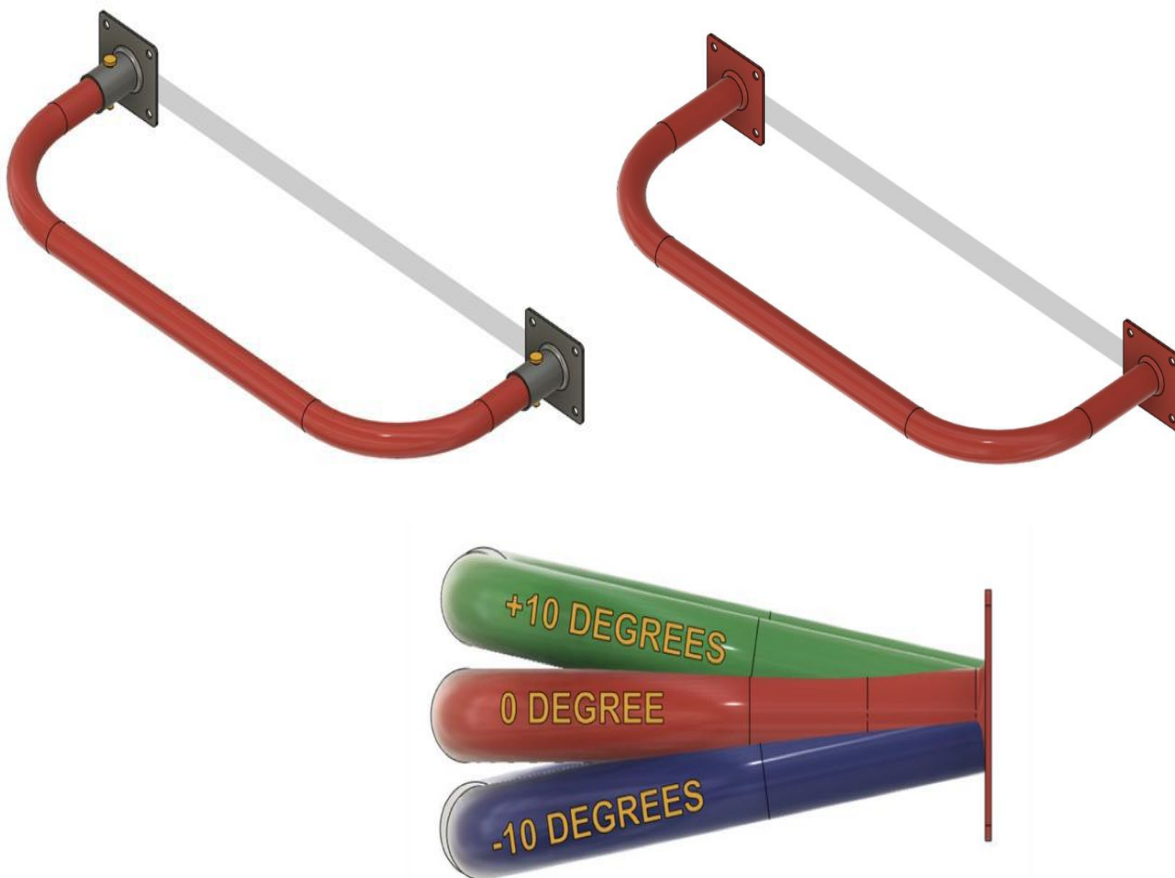


Figure 5

## 12. Exterior

Replacement of the following external body panels is permitted: front and rear fenders, roof, doors, hood, trunk lid, and bumpers — with panels made of plastic, carbon fiber, or other composite materials.

If the hood has openings for air intake, they must be fully covered (when viewed from above) by an air scoop, shroud, or metal mesh.

If any rotating and/or high-temperature engine components protrude beyond the hood, they must be fully enclosed by a rigid shroud preventing contact. Wheels must be covered by fenders (top view). Protrusion of the tire's contact surface at its highest point is permitted, but not exceeding 20% of the tire's marked width. Fender flare/widebody attachment must be tool-fastened. Double-sided tape or plastic zip ties are prohibited.

## 13. Doors

Front door locks must be factory-original and fully functional. External and internal door handle design is unrestricted. If a factory door handle is replaced, the new handle must be highlighted in a bright, contrasting color.

Interior door panels on front doors are mandatory. They may be replaced with non-combustible sheet material panels (minimum thickness: metal 0.5 mm, carbon/Kevlar 1 mm, plastic 2 mm), preventing driver contact with sharp edges, internal components, and mechanisms.

## 14. Hood Fasteners

Factory mechanical hood and trunk lid locks are prohibited and must be removed or disabled. Hood and trunk lid must each have at least two external locking pins/latches. Hood and trunk must have four attachment points total (e.g., two hood hinges plus two hood latches positioned on opposite sides — not both on the same side).

## 15. Engine and Its Systems

One naturally aspirated or forced-induction internal combustion engine of serial production (with manufacturer part number) is permitted, gasoline or diesel. Hybrid powertrains are prohibited. Any electronic power or stability control aids (ESP, ABS, TRC, etc.) are strictly prohibited.

## 16. Intake System

Intake system design is unrestricted. Air intake from within the cockpit is prohibited.



## 17. Exhaust System

All cars must be equipped with an exhaust system that routes gases from the engine. Exhaust system design is unrestricted, but must be metallic. Exhaust outlet must be positioned:

At least 15–20 cm from the fuel tank; Protruding beyond the rear plane of the wheel;

Routing the exhaust pipe into the front fender is prohibited. If the exhaust or its components exit through the hood, the outlet must point strictly upward and be fitted with a mesh or grille.

All exhaust components must be securely connected to the car body.

The exhaust tailpipe must exit to the rear or side of the car. The exhaust outlet must not protrude beyond the body perimeter (vertical projection defined by bumpers, sills, and fenders).

Side-exit exhausts must terminate within the car's wheelbase. Exhaust flow must not be directed toward wheels or non-metallic body parts (bumper, sill trim, etc.).

Routing the exhaust pipe through the cockpit or any body panels is prohibited.

## 18. Lubrication system and crankcase ventilation

Lubrication system design is unrestricted, including dry sump systems.

Oil lines must be metallic or aircraft-style with metal braiding, and they must be isolated from the cockpit.

If an oil tank is mounted outside the engine bay, it must be separated from the cockpit by a metal, fluid- and fire-proof shroud.

Open crankcase ventilation systems are permitted. In such systems, all gases must be vented through a catch can with a minimum capacity of 2 liters, designed to prevent fluid leakage in any car attitude. The container must be made of translucent plastic or include a transparent inspection panel and be securely mounted in the engine bay.

The catch can must be installed at a sufficient distance from exhaust components or separated from them by a metal heat shield.

Installing the catch can directly above the turbocharger or exhaust components is prohibited.

## 19. Cooling System

Cooling system components are unrestricted.

Cooling air intake must not draw from the cockpit; the radiator must be separated from the cockpit by a fluid-proof barrier.

If coolant lines pass through the cockpit, they must be metallic or aircraft-style, seamless (no fittings), and fully enclosed by a fluid-proof shroud isolating them from the cockpit.

Coolant discharge via a pressure relief valve must prevent spraying into the cockpit or outside the compartment housing the radiator and expansion tank.

Only water is permitted as a coolant. Special anti-wear and anti-corrosion additives are allowed.

Antifreeze is prohibited.

Fluid used in water spray/misting systems for temperature reduction must be water only.

## 20.

Only liquid hydrocarbon fuels are permitted: gasoline, diesel, alcohol, and their mixtures. Cars using alcohol-based fuel must display an "ALCOHOL" sticker on both sides of the car in a prominent, damage-protected location. Sticker dimensions: square with 10–12 cm sides (see Figure 6). Alcohol fuel is allowed only if the car has an FIA-certified fire suppression system. The use of propane or methane as fuel is strictly prohibited.



Figure 6

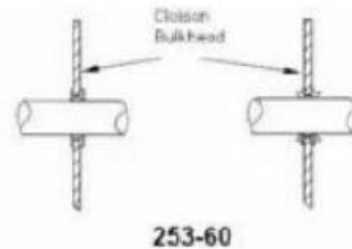
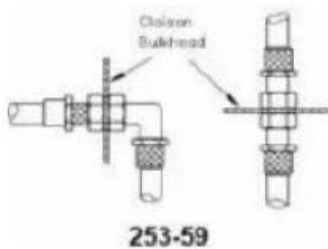
## 21. Fuel System

The fuel system must be equipped with a tank ventilation system featuring a valve that prevents fuel leakage in any car attitude.

Fuel, oil, and brake lines must have external protection against abrasion and fire. This requirement is mandatory if the original layout has been modified or if any line passes through the passenger compartment without factory protection.

If the factory layout is not retained, fuel, coolant, and oil lines must be routed outside the passenger compartment. Only seamless lines (without joints/fittings) for non-flammable fluids may pass through the cockpit, except for aviation-style quick-disconnect fittings at the front/rear bulkheads (Figs. 253-59/60), and brake and clutch hydraulic lines.

Installation: All components must be positioned as far from the driver's location as possible.



Fuel pumps must operate only when the engine is running (except during starting phases).

## 22. Safety Fuel Tank

Tank Configuration: Standard tank permitted. An additional anti-surge tank (max 3 L) is allowed near the main tank, securely mounted, using only aviation-type fittings.

Racing Tanks: Must be FIA-approved manufacturer, located in trunk or original position.

Markings: Manufacturer, exact specification, registration number, expiry date, serial number (per FIA format). Fire-retardant foam recommended. Bulkhead: Tank must be isolated from cockpit by a sealed, rigidly mounted fireproof bulkhead (steel/aluminum). Racing tanks per manufacturer instructions or secured with two steel straps (min 20 mm wide, 0.8 mm thick). All mounting brackets must be welded to the body/chassis.

Filler Neck: If passing through the cockpit, an FIA-certified check valve (single/double flap) is mandatory at the tank end. Placement unrestricted but not on glass or protruding beyond body contour. Unused necks plugged. Filler/vent lines are protected against fire and leaks.

## 23. Transmission

General: Free specification, subject to conditions below.

Automatics: Prohibited. Gear changes must be via a direct mechanical linkage between the shifter and gearbox.

Drive Conversion: FWD/AWD to RWD conversion permitted with structural modifications. Electronic AWD controllers and driveshaft/wheel speed sensors are prohibited. No driveshaft/drive wheel speed sensors are permitted.

Clutch: Operated solely by the driver's physical force.

Reverse Gear: A functional reverse gear is required.

Driveshaft Safety Loop: Recommended within 150 mm of the front U-joint center. It must be made of a steel strip with a minimum width of 50 mm and a thickness of 5 mm, or of steel pipe with a minimum diameter of 20 mm and a wall thickness of 1.5 mm (Figure 13). Secured to the body with two min Ø8 mm bolts (one per side). Mounting points reinforced on both sides with washers (min 40 cm<sup>2</sup>, 3 mm thick). Welding loop to body prohibited. Multi-Piece Driveshafts: If a center driveshaft bearing is used, reinforce the stock bearing. Two loops may be required. Any electronic power or stability control aids (ESP, ABS, TRC, etc.) are strictly prohibited.

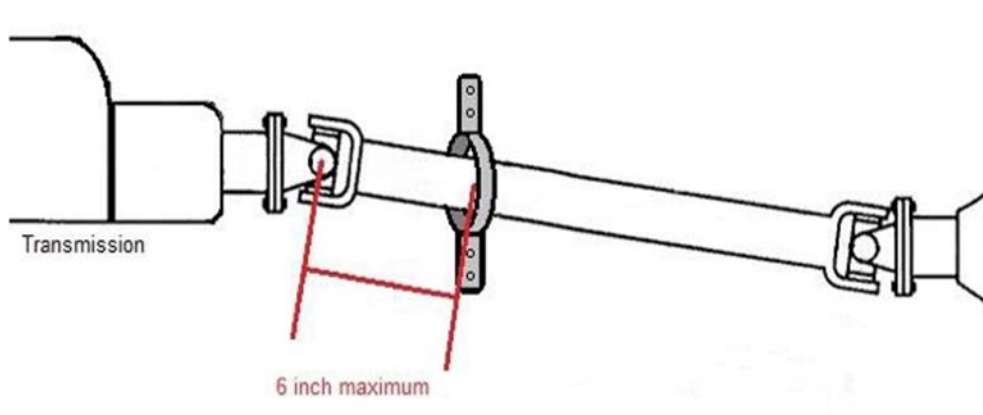


Figure 7.

## 24. Brake System

A fully functional brake system with a minimum of two independent circuits is mandatory.

Routing through Bulkheads: If brake lines pass through bulkheads (engine bay/cockpit or cockpit/trunk), only minimally necessary holes are permitted.

Any gaps must be securely and hermetically sealed. In-Cockpit Routing: Brake lines passing through the cockpit must be metallic tubing or aviation-style hoses with external metal braiding.

Flexible Hoses: Original rubber brake hoses may be replaced with aviation-style flexible hoses using appropriate adapters.

Dust Shields: Brake disc dust shields may be removed.

Cooling: Liquid cooling of brakes is prohibited.

Components: Only factory-manufactured brake calipers, discs, or drums are permitted.

Handbrake: Hydraulic handbrake acting on the rear axle is permitted.

Brake fluid reservoirs may be stored in the cockpit. The total capacity must not exceed 0.5 L. The reservoir must be anti-spillage.

## **25. Steering System**

Steering Wheel: Any closed-rim wheel (round, oval) is allowed; wheels made of wood or wood components are not allowed.

Steering Mechanism: Free specification. Power steering conversion (hydraulic ↔ electric) permitted.

Adapter Hub: A single-piece metal steering wheel adapter hub is allowed, with a maximum length of 200 mm, attached to the steering column using the original method. Quick-release steering wheel mounts are permitted.

Quick-Release Mechanism: Must include a ring, concentrically mounted on the steering column beneath the wheel, anodized yellow or with equivalent durable coating. Release action: axial movement of the ring toward the wheel. Ignition Lock: The mechanical steering lock mechanism must be removed. Column Angle: The steering column vertical angle may be adjusted. Adjustment Lock: Any steering column position adjustment mechanism must be lockable with a tool.

## **26. Electrical System**

Routing: Cables, harnesses, connectors, switches, pull-cables, and electronics protection must not be routed between the body and the safety cage.

Protection: The electrical system must be protected against mechanical damage, fire, and electric shock.

Safety: No risk of injury to people in case of malfunction; components must not become dangerous under normal or fault conditions.

Live Parts: All live electrical parts must be enclosed or insulated.

## Master electrical cut-off switch

Mandatory for all cars. Must disconnect: battery, alternator (AC/DC), lighting, horn, ignition, engine management electronics, and must stop the engine. Must be accessible to the driver while seated and harnessed, with the steering wheel installed. Independent internal and external controls are required; the external switch must be permanently mounted. A marking according to the sample (triangle with 12 cm sides, Figure 8) must be placed next to the external control.



Figure 8

### External Switch Location:

The external cut-off switch must be mounted under the windshield. If the hood at the windshield base is raised and/or lacks sealing that isolates the engine compartment, the external switch must be relocated to the body panel under the rear window or on the side surface of the rear roof pillar.

## 27. Battery

Straps attached to the chassis base with bolts or studs, minimum 10 mm diameter; reinforcement plates between each bolt/stud, minimum 3 mm thick and 20 cm<sup>2</sup> area, positioned on the reverse side of the body panel. Batteries containing liquid electrolyte must be enclosed in a dielectric, fluid-proof casing, independently secured from the battery, with ventilation vented outside the body. Terminal Protection: Battery terminals and connected wires must be insulated. It is recommended to cover the battery with a solid dielectric cover (see Figure 9).

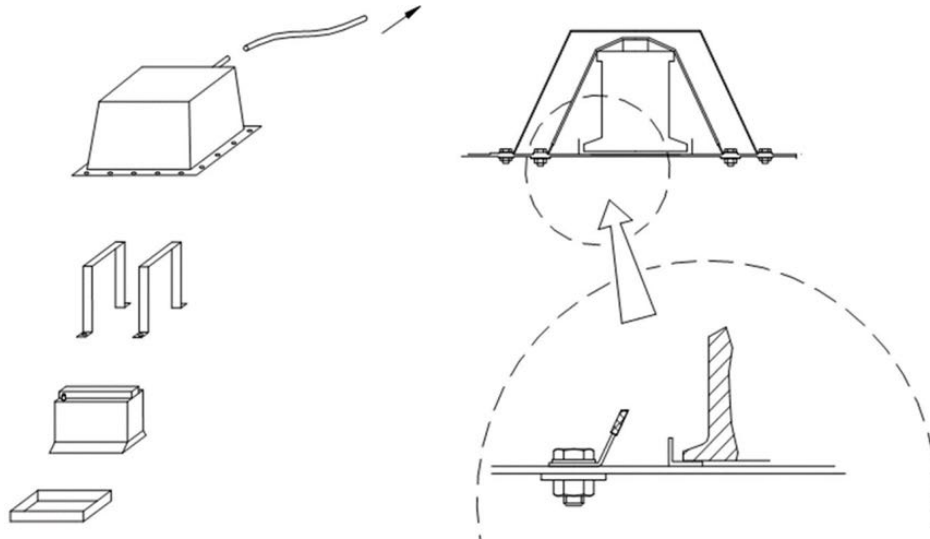


Figure 9.

### Insulation and routing

Wiring in the cockpit must be bundled and secured along the walls; cable ends must be insulated. If an additional fuel tank is installed, wiring in its vicinity must be insulated, neatly routed, and securely fastened.

## 28. Lighting equipment

### Brake Lights:

Factory brake lights must be functional. LED strips may be installed along the upper edge of the rear window, synchronized with the brake lights. They must emit red light when braking. Functionality is mandatory throughout all stages of a run.

### Headlights:

The headlights must be at their stock locations, be operational, and visible at distances up to 50 m. If headlights are made of glass, they must be additionally covered with transparent film to prevent shattering. Headlights may be replaced with a dummy panel (fake cover).

## 29. Windscreen Wipers

A functional windscreen wiper is mandatory.

## 30. Rearview Mirrors

Rear visibility must be provided by two external mirrors in factory locations (standard mirrors permitted). Minimum reflective surface area per mirror: 60 cm<sup>2</sup>.

### **31. Windshield and Rear Window**

Only laminated safety glass with homologation marking is permitted. Polycarbonate windshields specifically manufactured for the car model are permitted. Must provide clear visibility across the entire viewing area.

Rigid plastic panels, thickness 3–5 mm, are permitted. For acrylic panels: bolted mounting around the perimeter is required — minimum 12 points along horizontal edges, minimum 8 points along vertical edges, evenly distributed.

Side windows:

Original glass side and rear windows must be lined on the interior with protective film to prevent shattering. Transparent rigid plastic panels, thickness 3–5 mm, are permitted. Protective nets are allowed inside side openings, as long as they do not block visibility and prevent limbs from being thrown out in case of a rollover.

Glass Condition:

No images or text are permitted on the windshield or rear window except for mandatory organizer stickers. Cracks on the windshield must be marked with bright tape on the exterior. Cars with extensive cracks or safety concerns may be disqualified. Tinting or protective film is allowed on side and rear windows, as long as the driver and objects inside the car can be seen from 10 meters away. Windows must fully cover openings; no components may protrude beyond the glass plane or exterior surface.

### **32. Body Decals/Livery**

Advertising decals must be placed in accordance with the competition regulations. On rear side windows or front fenders (both sides), the following must be displayed:

Flag of the country that issued the driver's license;

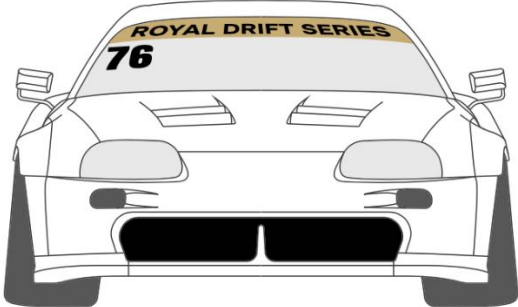
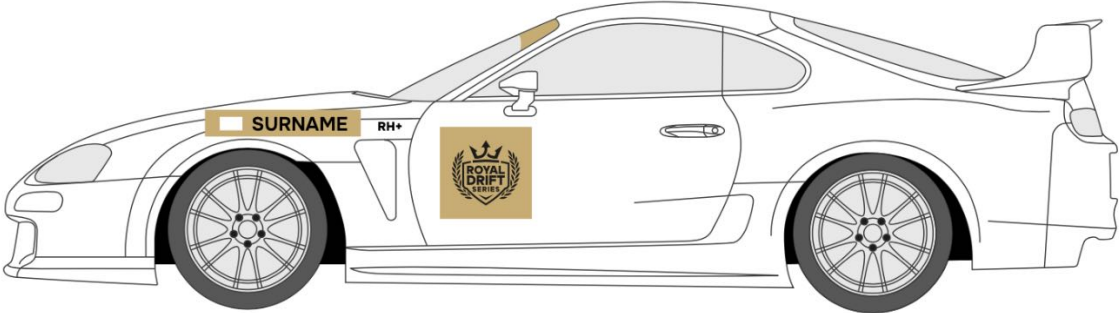
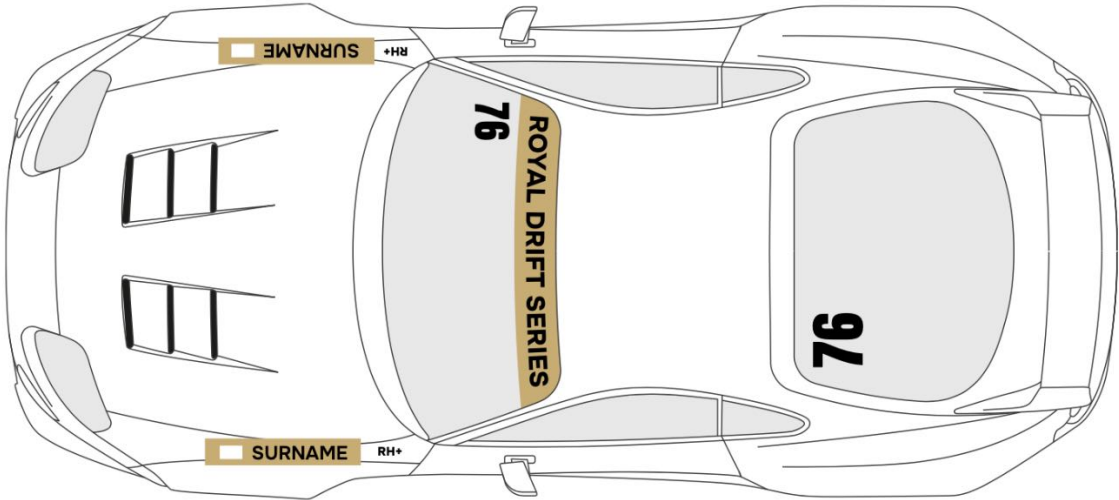
Driver's surname and first initial;

Blood type.

Start numbers must be placed on the side opposite the driver.

Training group stickers must be placed below the start number on the windshield.





Prohibited content: Any text or imagery containing extremist, violent, pornographic, political content, or otherwise deemed in violation of competition regulations.

### **33. Rear Wing (Rear Spoiler)**

Mounting: Installed on the trunk lid and/or dedicated support structures, ensuring secure attachment. Dimensions: Maximum width must not exceed the rear track width. The highest point must not exceed the roof line. Attachment: Minimum two pedestals, each secured to the trunk lid at two points. Safety Tether: Must be additionally secured to the car with a steel cable (min. 3 mm diameter) to prevent detachment upon primary mount failure. Multi-piece wings require individual cable tethers for each section.

### **34. Tires and Wheels**

Tires: Any automotive tires permitted, provided they show no visible damage, deformation, or exposed cords. Chemical treatments are prohibited. Do not use tires that are damaged or worn down to the point where the cord is exposed.

Slicks (completely smooth, including hand-cut) are prohibited.

Driven Axle Requirements:

Rear max size R18 265/35. Tire pressure: unrestricted.

Remote pressure adjustment prohibited. Compliance checks may be conducted at any time during the event.

Wheels

Wheels: Any design but must be metallic.

Magnesium or magnesium-alloy wheels are prohibited. Wheel studs must not protrude beyond the rim's outer face. All wheels must be securely fastened with wheel bolts or nuts. No missing bolts or nuts are allowed. Conversion from bolt-on to stud/nut mounting is permitted if hub and wheel mounting dimensions remain unchanged.

Spacers: Max. one spacer per wheel; stacking prohibited. Spacers exceeding 30 mm must have integrated studs and a centering ring.

Measurement: Nominal tire width is measured on the fully assembled wheel after mounting.

### **35. Suspension**

Mandatory: Full suspension system with at least one shock absorber per wheel.

Spring Elements: Free specification (coils, leaf springs, torsion bars). Replacement of all rubber suspension bushings with solid/uniball joints is permitted.

Components: Shock absorbers, anti-roll bars, and strut mounts are free.



Remote Adjustment: Systems for remote adjustment of shock absorbers or anti-roll bars are prohibited.