



International Drifting Cup

2024

30th and 31st August 2024



International Drifting Cup

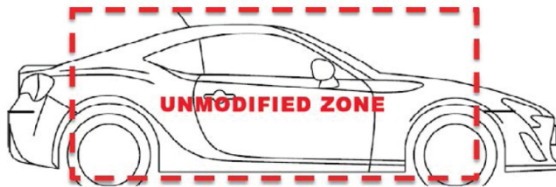
Technical Regulations

MA Permit No. 000/000/000

TECHNICAL REGULATIONS

1.1 CHASSIS AND BODY

- (a) The body must resemble the OEM manufacturer's look and feel, it must be clean and free from damage.
- (b) The original uni-body must remain intact between the factory suspension strut tops. See example:



- (c) Any modifications to the chassis rails forward or rearward of the strut-tops must be approved by event staff. Modifications to the guards and panel work for tube frame assemblies is free.
- (d) The original roofline must remain intact. Fitment of a carbon-fibre or lightweight roof skin is permitted.
- (e) The boot floor can be cut-out and removed to allow fitment of an aftermarket fuel cell and/or lightweight boot floor panel.
- (f) Tubbing of the front guards is permitted.
- (g) Tubbing of the rear guards is not-permitted, however, wide-body guards or "over-fenders" are permitted as are rolling of the rear guards. New inner guards can be made as long as they do not protrude further inside the body than the stock arch.
- (h) Seam/stitch/spot welding of the chassis is permitted
- (i) The gearbox tunnel, and the firewall area surrounding it, can be modified to allow fitment of an upgraded gearbox and allow faster removal and installation. Any new material added must be of the same thickness and strength as factory. All gearbox tunnel modifications must be approved by event staff. Where the firewall joins to the bottom of the windscreen area and inner guards cannot be moved.
- (j) Removal of the factory door side intrusion bars and or lightweight doors are permitted. Inner trim door panels; factory and or aftermarket must remain.
- (k) Lexan windows are permitted to be used except for the front windscreen, which must be the factory glass. Lexan windows must be installed and secured correctly.
- (l) Custom bumper reinforcement bars or "bash bars" are permitted but must remain inside the external bodywork.
- (m) Aero modifications are open as long as protruding bodywork is deemed to not be dangerous to other vehicles or event crew in the pit area.
- (n) The fitment of flat floors is prohibited, however, the floor can be replaced by material of equal or greater thickness to help with structural reinforcement.
- (o) Bonnets can be modified to reduce weight and/or lightweight replacement can be fitted as long as the structural strength is not deemed unsatisfactory.
- (p) Open venting in bonnets is permitted, however no more than 20% of the factory bonnet surface area can be removed.
- (q) Cam covers, air filters and other components can protrude through the bonnet, and they can be no higher than 200mm from the bonnet line. Moving or rotating parts/components cannot protrude through the bonnet without a secondary cover or mechanism to prevent any object or body contacting the component.

1.2 SUSPENSION AND STEERING

- (a) Cars must use an OEM suspension layout.
- (b) Installation of a sub-frame and or suspension set-up from another mass produced vehicle is permitted, however it must be approved by the event Scrutineer and declared in writing on the vehicle entry form. Some examples of pre-approved suspension conversions are:
 - (i) S13 McPherson Strut, front subframe and rear subframe layout and components.
 - (ii) Nissan Skyline GT-R rear sub-frame and suspension layout.
- (c) Replacement front sub-frames can be used as long as they still bolt to the factory position on the chassis rail and the suspension pick up points are within the 30mm allowed area of movement. They are to be installed only for the purpose to make more space available and or save weight.
- (d) Rear sub-frames can be modified as long as the layout design remains standard. The bushes can be replaced and or offset. The subframe can be modified to allow it to be raised or lowered.
- (e) Fitment of a 4-link rear suspension is permitted in cars using a live rear axle and must be approved by event staff.
- (f) Rear suspension turrets can be added or raised in height to house the rear shock absorber/strut assembly for strength or suspension travel as long as they don't change axis the height is unrestricted (e.g.: they must not move inboard or outboard from OE only directly upward).
- (g) Replacement adjustable suspension arms are open. Additional arms over factory are not permitted.
- (h) The factory suspension arm pick up points are allowed to be moved up to 30mm from the OE location as long as it still allows the fitment of a factory or replacement adjustable suspension arm as per Article 2 (g) above.
- (i) Knuckles may be modified openly as long as the strength is not deemed to be compromised.
- (j) Replacement bushes and or rose joints are open.
- (k) An OEM steering system must be used but the internals can be replaced with a quick rack. Steering racks can be changed between makes and models.
- (l) Power steering systems are free, hydraulic or electric.

1.3 BRAKES AND BRAKE LIGHTS

- (a) Brake modifications are open.
- (b) Use of dual callipers is only permitted on the rear.
- (c) All factory fitted brake lights must remain and work.
- (d) Additional top mounted front windscreen and rear window brake lights are mandatory. They must be mounted where the roofline meets either window respectively and be centred. They must be visible from the front/rear and top. They must be wired into the existing brake light circuit.

1.4 WHEELS AND TYRES

- (a) Cars must run on the same set of tyres for a battle.
- (b) For the Finals Phase of the competition cars will be given 2 minutes to change tyres in the Hot Pit area if an OMT is called.
- (c) A minimum starting (Cold) tyre pressure of 1 bar (14.7psi) is allowed. If a competitor's vehicle de-beads a tyre during the first part of the battle the competitor is NOT permitted to replace the tyre as per rule 9 (a) above. This competitor will receive an instant "Zero" for the second part of the battle.
- (d) Maximum tyre width of any tyre is **285mm**. Road or Semi-Slick tyres only are permitted, no slick or studded tyres.
- (e) Front and rear tyres must be treaded and of radial construction as well as D.O.T. and ADR approved

- (f) Tyres must be commercially available in Australia
- (g) Retreaded tyres are not permitted
- (h) Removal of tread is not permitted except through the use of the tyre on the vehicle on the track for the event.
- (i) Additives to a tyre is not permitted
- (j) Tyres must be grooved from factory, no additional grooves or marks are permitted.
- (k) Tyre warmers and chemical treatments are not permitted.
- (l) Wheel size is open but must not protrude beyond the bodywork **more than 10mm when measured from the top of the wheel to the guard.**
- (m) All wheels are to be marked with a visible and opposing colour on one spoke or similar to assist in determining wheel speed.

1.5 ENGINE

- (a) Engine conversions are open however the engine must be readily available to any competitor as an off the shelf product.
- (b) Direct replacement blocks are permitted such as LSX block and billet SR20 blocks. They must be a straight swap engine block.
- (c) Engine internals are free but details must be declared on the entry form.
- (d) Engine induction system upgrades are free but must be declared on the entry form.
- (e) The engine, not including ancillaries, must sit within the original confinements of the engine bay. Meaning engines can move back from the OE centreline, as long as they do not go further back than the original firewall.
- (f) The firewall is only permitted to be modified to allow for fitment of engine ancillaries, not for clearance of the block or cylinder head.
- (g) Engine Mountings are free.

1.6 EXHAUST

- (a) Exhaust systems must finish outside the perimeter of the vehicle's body work. No exhaust system is to finish half way under the vehicle.
- (b) Cars must run an exhaust system where the primary outlet exits either:
 - (i) At the rear of the car; or,
 - (ii) Side pipes must exit behind the B pillar
- (c) Wastegate exhausts may be vented to the atmosphere and must have the following conditions met.
 - (i) If protruding from the bonnet must not protrude more than 20mm and have a cross (X) welded into the exit to catch shrapnel in the event of engine or turbo failure. These should point up for the final 100mm.
 - (ii) If protruding from the front guards must not protrude more than 20mm and must point towards the ground more than 30 degrees from horizontal for the final 100m. The pipe must have a cross (X) welded into the end to catch shrapnel in the event of engine or turbo failure.
 - (iii) Wastegate pipes can be no lower than the exhaust system.
- (d) Engine exhausts may be protruding from the bonnet and must have the following conditions met.
 - (i) Must not protrude more than 20mm and have a double overlaid cross (X) welded into the exit to catch shrapnel in the event of engine or turbo failure.
 - (ii) Should point up for the final 100mm.
 - (iii) If protruding from the front guards must not protrude more than 20mm and must point towards the ground more than 30 degrees from horizontal for the final 100mm.
 - (iv) The pipe must have a double overlaid X welded into the end to catch shrapnel in the event of engine or turbo failure.

- (e) No exhaust system can protrude further than 100mm from the perimeter of the body work.
- (f) All vehicle noise emitted MUST NOT exceed 95dB.

1.7 DRIVETRAIN

- (a) All vehicles must use a manual transmission with foot operated clutch.
- (b) Aftermarket gear sets are permitted.
- (c) OEM gearbox upgrades are permitted.
- (d) Bell-housing modifications are permitted but must be inspected and approved by event staff.
- (e) Aftermarket performance gearboxes are permitted but must be approved by event staff. Number of forward gears are free.
- (f) Custom one-piece tail-shafts or torque tubes are permitted.
- (g) All non-OEM tail-shafts must be inspected and approved by event staff.
- (h) Differentials must be available as a part from a major manufacturer.
- (i) Diff centre modifications are open.
- (j) Quick change differentials or transaxle systems are permitted as long as they sit within the factory centreline. Modifications to the rear subframe are allowed to achieve this. This does not exclude clause 2 (d).
- (k) Driveshaft modifications are open.

1.8 FUEL

- (a) Only commercially available petroleum fuels are permitted, including ethanol blends such as E85.
- (b) Alcohol based fuels including pure ethanol, methanol and nitromethane are not permitted.
- (c) All fuel system components MUST be sealed from the passenger compartment.
- (d) Bladder style anti explosion fuel cells are accepted.
- (e) Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff.
- (f) Fuel lines can be run within the cabin if constructed of steel braided or aluminium hard line that is designed to carry the correct fuel type.
- (g) Any fuel line passing through the cabin, MUST have NO connections within the cabin area, except for, at the front and rear bulkheads. If there is no bulkhead fitting, a grommet MUST be used where the line passes through the hole.

1.9 ROLL CAGE

- (a) Each car must be fitted with a Type 3, 6 point, Roll Cage compliant as a minimum with MA Schedule J.
- (b) Each Roll Cage must utilise welded members and mounts only, unless otherwise approved by event staff.
- (c) Each safety cage must have a dual member side intrusion bar for the driver and passenger.
- (d) Any variation of these regulations may be considered with the approval of the event Chief Scrutineer and Clerk of the Course.

1.10 FURTHER

- (a) An approved in date 4-point harness as a minimum is required for both drivers and passengers

- (b) All cars must have a tagged and in date fire extinguisher on board within reach of the driver and firmly secured.
- (c) Cars must have a firmly secured dashboard.
- (d) The car battery must be firmly held in place with a secure bracket. If inside the cabin or a boot that contains a fuel system, the battery must be covered by a battery box with a lid.
- (e) An externally visible BLUE 150x150x150 triangle must be placed on the body work indicating the location of the battery. If fitted, external isolator and kill switch must also be marked appropriately
- (f) Brake/tail lights and some form of forward facing lights must be operational.
- (g) Windscreen wipers must be operational.
- (h) Brake, clutch and power steering reservoirs must have a liquid absorbing cover.
- (i) Cars must have two bonnet restraints. In the case of an OEM bonnet, the factory secondary locking mechanism is sufficient.
- (j) All cars must have a minimum (1) front and (1) rear permanently installed external towing apparatus (eyelet or strap) with a minimum hole diameter of 50mm.
- (k) Towing apparatus must be contrasting colour to the body work and directional "TOW" signage must be placed on the body work indicating its location.
- (l) All vehicle seating must be fixed back and conform to MA Schedule C standard.
- (m) Sufficient radiator overflow bottle with appropriate plumbing is required.
- (n) If the engine is fitted with any crankcase breather discharging to the atmosphere, each breather must be vented into an oil catch tank Minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc.
- (o) Dual accelerator return springs are mandatory for mechanical throttle systems.
- (p) Fluid containers filled with HOT LIQUID of over 500ml must be completely covered if within the cabin area, this includes Dry Sump tanks or ACCU-SUMP accumulators.
- (q) Nitrous oxide systems are permitted and in accordance with the WTAC NOS Requirements.

1.11 ALTERNATE VEHICLES

- (a) Drivers are permitted to use an alternate vehicle as long as it has already been Scrutineered.
- (b) The decision to use an alternate vehicle must be made no less than 20 minutes before your next battle.
- (c) To use another competitor's vehicle, that competitor must agree to share the car.
- (d) The Clerk of the Course must approve your vehicle change and you must then notify the judges
- (e) It is the competitors responsibility to ensure that all paperwork is completed, including a vehicle change form, with the Clerk of the Course, the judges are notified of a vehicle change and suitably mark the vehicle to distinguish that they are now driving the vehicle.
- (f) A new MA Official Entry Form must be completed by the car owner and drivers and lodged with the Event Secretary prior to any on track activity.

1.12 RESERVE DRIVERS

- (a) The event will have 2 reserve drivers in their own cars.
- (b) Reserve drivers will become active for drivers that have mechanical issues with their own cars and cannot make the start line in their own car or a borrowed car prior to the top 32 battles commencing.
- (c) Once the top 24 battles have commenced, if a driver cannot make the startline then they or their competitor will be eliminated as per section 3.6 of these regulations.