



**2016 DRIFT RULEBOOK  
(March 2016)**

[www.CSCS.ca](http://www.CSCS.ca)  
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## **1.1 General Information**

1.1.1 Automobile racing is an inherently dangerous sport. Canadian Sport Compact Series (CSCS) assumes no liability expressed or implied for the safety of any vendor, racer, spectator, or any other participants at a CSCS sanctioned or sponsored event. By entering any CSCS event, the participant, spectator, or vendor voluntarily assumes risk of bodily injury or death and also waives any claims for such losses against CSCS and/or its staff, the track and/or its staff, and the sponsors.

1.1.2. The sole purpose of this CSCS rule book is a guide for the conduct of the sport. By participating in any CSCS event, participants are deemed to have read and complied with all rules and regulations pertaining to this rule book and any additional supplementary rules. Supplementary rules and regulations may be released by newsletter, bulletin, or pre-race meeting.

## **1.2. Entry Requirements**

1.2.1. In order to compete in a CSCS event, entrants must submit an approved official entry form and payment. Official entry forms and methods of payment are available on the CSCS website: <http://www.cscs.ca>. Pre-Registration will close one week prior to the event.

1.2.2. In the event a competitor cannot attend an event after entry, CSCS will accept transfers of entries to another competitor for the same date up until the Tuesday before an event. All transfers must be confirmed with CSCS management by e-mail. No refunds.

## **1.3. Competitor Obligations, Agreements and Releases**

1.3.1. Each competitor, by entering a CSCS event, grants CSCS and its authorized agent's permission to utilize their name, car information, audio records, pictures, videos and other media material for any advertising, promotions, broadcasting, or reporting before, during and after such event.

1.3.2. All CSCS competitors are required to place decals as provided by CSCS in an unmodified form and located on the car as directed by CSCS. This includes, but is not limited to, the top portion of the windshield and door cards. CSCS reserves the right to place CSCS windshield banners and door cards on all competitor vehicles at the day of the event for the course of the event. No other numbered door cards and/or windshield banners will be permitted.

1.3.3. CSCS may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason.

## **1.4. General Pit, Paddock, & Course Rules**

1.4.1. All cars, car parts and equipment are subject to inspection by CSCS at any time and in any matter as determined by CSCS officials. Vehicles will only be eligible after passing the safety inspection and being classified by a **CSCS** tech official. It is the driver's responsibility to make sure that the vehicle meets all specifications and that no changes are made to the vehicle which would alter the classification.

1.4.2 All personnel working in an area that is designated as "hot" must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during practice, qualifying, and the race. Only personnel with valid CSCS hard card (2 per team) will be allowed access to the

restricted areas as defined. CSCS hard card must be available and visible at all times. Smoking & Pets are prohibited in “hot” areas at all times.

1.4.3 The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions.

YELLOW- Great caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. Overtaking is not permitted.

RED- The session has been stopped. Use caution and stop immediately. Overtaking is not permitted. Be prepared to proceed to pit lane if so directed.

1.4.4 15 km/h pit/paddock speed must be maintained at all times.

### **1.5. Decision / Policy**

1.5.1. All decisions will be left to the discretion of CSCS officials. CSCS has the right to change any rules without notice at any time as they see fit. CSCS and track officials have the power to remove any person from competition and from the grounds if he/she sees fit.

### **1.6. Contingency Verification**

1.6.1. If enrolled, all racers must have all contingency verified and registered by a CSCS official during technical inspection. All contingency not verified before racing begins will be null and void. Incorrect information given by racers will delay or null and void all contingency prizes.

### **1.7. Professionalism**

1.7.1. Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship.

1.7.2. Any participant who, in the sole and absolute judgment of CSCS: verbally or physically threatens another person; uses vulgar or derogatory language; engages in unsportsmanlike conduct; engages in conduct detrimental to the sport; otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or otherwise violates any CSCS rule, regulation or agreement, shall be in violation of this rule and are subject to disqualification, removal of CSCS National Championship Points.

1.7.3 Alcohol, narcotics, performance enhancing drugs and/or recreational drugs - The use of any narcotic, controlled substance, performance-enhancing drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed.

### **1.8. Pit Area & Vendors**

1.8.1. At each venue CSCS will have a designated pit area for paid vendors. In this area only paid vendors may display signage. Any promotional canopies that are part of a teams setup may not be displayed in this area.

### **2.1 Safety Standards**

2.1.1 All drivers must hold a valid G2, or G license. Drivers from out of province must hold a valid drivers license and get approval from CSCS. If unsure please contact CSCS.

## **2.2. On Track (Practice & Competition)**

2.2.1. It is highly recommended that all drivers wear a Snell SA2000, FIA Certified 8860-2004, SFE 31.1A-31.12A-21.1/200 or better helmet. Head and neck restraints systems are optional and are also recommended to be Snell Foundation (SA) approved. However, any DOT approved helmet is acceptable. Face shields are strongly recommended. All safety features such as helmets, driver restraints, etc... must be fastened/secured prior to entering the staging lane and remain fastened.

2.2.2. During competition, both driver and passenger door windows must be in an up position (closed position), have window net installed or have arm restraints.

2.2.3. Passenger "ride-a-longs" are NOT allowed unless pre-approved by Competition Manager. No Passengers are allowed during competition.

2.2.4. In case of a collision, malfunction, or other reasons of inability to move the car while on course, the driver is asked to wait in the car with seatbelts and helmet worn until directed or assisted by course marshal (exception to this rule will be any pending or visible fire, or chemical hazards that threaten the driver).

2.2.5. Refueling is prohibited in paddock and grid and is applicable to all cars, tools, and generators.

## **3.1 National Championship**

Competitors will earn points throughout the season towards the **CSCS National Championship**. In order for a driver qualify for the championship they must compete in at least three events per season.

### **CSCS Championship Points Structure**

<b>Position</b>	<b>Points</b>
First Place	100
Second Place	90
Third Place	80
Fourth Place	70
Top 8	60
Top 16	50
Participation	20

### **Tie Breakers For All Places**

- 1) Most 1<sup>st</sup> place wins
- 2) Most runner-ups
- 3) Most races attended

### **Trophies**

Trophies will be awarded for the top three drivers at each event. Please note that trophies are handed out at the event day & cannot be picked up at a later date.

## **4.1 Event Format**

### **4.1.1 Driver's Meeting:**

Driver meetings are mandatory for all drivers; failure to appear at a driver's meeting will result in loss of participation with no refund. If a driver is unable to attend, and cannot send a representative, he/she must notify a CSCS official before the start of the meeting. Some latitude will be given in hardship cases. The tentative time for meetings will be made available prior to the event day, and may change the day of the event with adequate notice made.

### **4.1.2 Practice Session:**

The amount of time allocated for the practice session will vary depending on the number of drivers, weather, accidents, etc. However, the practice session will still provide drivers sufficient time to learn the course before the qualifying session.

### **4.1.3 Qualifying Session:**

The qualifying session will consist of two judged runs on the course per driver. To calculate the final qualifying scores for each driver, only the highest scored run will be retained. The top 16 driver scores will then be used to determine who will proceed to the tandem eliminations. *If a driver does not meet the requirements to participate in the tandem eliminations, their spot will be forfeited in the first round of the tandem eliminations.*

For example, the tandem eliminations consist of the top sixteen (16) drivers based on the qualifying session. If one (1) or more of those drivers are unable to continue they will forfeit the rest of the event. The opposing driver scheduled to compete in that drivers bracket pairing will be awarded the win. Should two (2) drivers scheduled to compete against each other both be unable to compete in the same bracket pairing, both drivers will forfeit the round. The driver scheduled to compete in the next round will be awarded the win. The seventeenth (17) place driver or higher will not serve as an alternate for any of the top sixteen (16) drivers.

### **4.1.4 Tandem Eliminations (Top 16)**

Tandem Drifting is defined as two cars on the same track arranged one behind the other together or in conjunction. If any two cars are on the track between the start and finish lines at the same time, they are in tandem.

Tandem Elimination is run with 16 drivers competing in single elimination head-to-head battles to win their way through a standard 16-driver bracket. Tandem rounds are based on 2 runs, in head-to-head format with competitors paired up based on qualifying positions. The higher qualifier will lead the first run and the second led by the lower qualifier.

Drivers are not permitted to use any vehicle other than the one in which they qualified in for tandem eliminations and further competition. If the intended vehicle the competitor fielded broke in practice, the competitor is hereby permitted to ask CSCS officials to switch vehicles for qualifying; however once qualifying begins the vehicle entered in qualifying must be the same entry for all competition following. In the event of a break or crash in which the vehicle is deemed unsafe or is unable to compete in the next run, the competitor automatically forfeits. Drivers do not have the option to change tires in between tandem rounds. In the event that a car breaks down or has a mechanical failure, they forfeit their run and the opposing driver advances with a win, unless the reason for the untimely return was due to an event not related to the drivers own doing (i.e. accident on track).

### **Lead Car**

The lead car will define the course line using the line, angle and style as defined by the judges during qualifying. The lead driver should focus on hitting all clipping point/zones with the maximum line, angle and style as possible.

### **Chase Car**

The chase car needs to treat the lead car as a moving clipping point and showcase more angle and style while in chase. The chase car may get as close as possible to the lead car as long as the chase car's front wheels DO NOT reach in front of the lead car's front wheels. The chase car must follow the line the lead driver chooses, maintain consistent and larger angle than the lead car and use the vehicles power to maintain consistent and close proximity to the lead car

### **Passing**

Passing is only allowed if the lead car has gone off the line the judges have specified. A chase driver will be considered the lead driver once a legal pass has been completed and clearly shows the original chase driver has assumed control as the lead driver.

### **Automatic Zero**

The following constitute a ZERO in tandem:

- Spinning out
- Straightening out or losing drift.
- Two or more tires clearly off course
- Contact with other car that is considered "avoidable"
- A chase driver not actively chasing the lead driver after the opponent had "zero'd" out on the prior run

Competitors are recommended to bring any spare parts / tires and tools to the starting line. No extra vehicle is permitted to transport to the staging lanes. Inaccessible items are to be left in the paddock. Competitors may leave to the paddock only when instructed to by a CSCS official.

### **Competition Timeout**

1. Competition timeout may only be taken during competition, excluding qualifying.
2. Competitors are entitled to 2 (two) competition time outs (but not simultaneously)
3. Competition timeouts are limited to 5 minutes if a competitors exceeds time limit the competitors is subject to disqualification.

## **4.2. Collisions**

### **4.2.1**

Vehicle contact in drifting is something that CSCS recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

### **Lead Car**

The lead car is required at all times to run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that driver. Typical speed for a lead car is defined as speeds of equivalent measurement from qualifying speeds. Some slight variance (+5, -5) is in most cases acceptable, however CSCS recognizes that speed of the lead and chase driver can change as track conditions change and as competition gets into the latter rounds.

If the lead car loses drift, goes off line or reduces speed too drastically in comparison to that particular driver's qualifying speeds and the chase car hits the lead car, the lead car will in most cases be deemed at fault for the contact. It is each individual judge's job to ascertain fault. There may be circumstances where the lead car is not at fault for the contact, but this will be left to each individual judge to ascertain.

### **Chase Car**

The chase car is required at all times to follow and chase the lead car. The driver of the chase car is encouraged to know the approximate speed of the lead car through the entire course. If the chase car makes contact, in most cases that driver will be deemed at fault for the contact unless otherwise noted. Contact known as "rubbing" is acceptable, however the chase car cannot affect the lead car where loss of drift or loss of line occurs.

### **4.2.2 Damage due to contact**

Once contact is made and damage occurs to either vehicle, the Judges using majority rule will ascertain fault. If damage due to contact occurs, both drivers have a right to have their spotter enact a "COMPETITION TIMEOUT." A Competition Timeout is five (5) minutes in duration. It is expected that in most cases damaged vehicles can be repaired in this time frame.

In some cases, damage sustained to the vehicles may require more time to repair. At this point ONLY the vehicle not at fault may ask for additional time. (NOTE: This does not prevent teams' ability to call a Competition Timeout for other purposes). In the spirit of time and the show, the Competition Manager also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The Competition Manager will re-assess the vehicle between subsequent head-to-head match ups or even at the end of the round.

In most cases CSCS will encourage teams and drivers to finish the head-to-head match-up, but there will be cases where vehicles may not be able to be repaired or contact happened on the last run of a head-to-head in which case the judges can make a call on the winner of the match.

If a team cannot repair their vehicle and the team was also not at fault during the incident, a CSCS official will verify that indeed the car is not repairable in time for the next round and declare the driver the winner of the match. The driver may move onto the next round or if the damage is too extreme, may exit from the competition.

If both the lead vehicle and the chase vehicle wreck on the first run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher of the two qualifying scores. If both the lead vehicle and the chase vehicle wreck on the second run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the matchup.

## **4.3 Judging**

### **4.3.1 Judges**

Judges are exclusively responsible only to determine scores and points assigned to individual or team competitors based on the competition criteria determined by CSCS. Judges or other entities as assigned by CSCS will maintain records of qualifying scores, charts, and results for all events.

Judges or other entities as assigned by CSCS will also compile and distribute official results (after notification that all protests are completed and that the Scorer and one official judge has declared the results “official”) for all qualifying and head to head match ups.

A panel of judges are each assigned a position to monitor - Line Judge, Angle Judge and Style Judge. Each judge will specifically be looking within their category of criteria and basing their final scores during qualifying. During tandem runs each judge will base their decision on overall performance based on all categories and criteria.

### **Angle**

Angle refers to the difference in position between the front and rear tires. The further the rear is hanging out, the higher the drift angle. High angle and consistent or increased speed is necessary to earn points. A sacrifice in speed within certain clipping points to achieve angle will result in a deduction for overall angle score. Points from the angle judge are tallied as an overall based on the drivers run. Note that speed must be consistent throughout drift angle.

### **Line**

Drift line refers to the most efficient way around a course layout to successfully hit each clipping point/zone. The drivers speed and angle will differ based on the driving line in this category and will result in different scores. The key objective is to follow the designed line for the course.

### **Style**

Style refers to the driver’s individual ability to take the specific judging criteria and display it in their own personal way. Competitors must be able to successfully accomplish all required credentials of speed, line and angle while standing out from the other drivers. Aggressive flicks, nearness to walls, angle and proximity to the lead vehicle (in case of head-to-head competitions) are examples of how one’s personal driving style can be showcased.

### **Clipping Points/Zones**

Clipping points (cones) and zones will be used to define car placement on the track. Care will be taken to mark these points and ensure proper placement at the discretion of the judges. Anytime an inner clipping point is hit, the vehicle will be considered to be off course, and points will either be deducted or the driver will be scored a 0, depending on the severity of the hit.

### **Extra Points**

Extra points can be allocated ONLY from the line judge and angle judge. They are allowed to give a maximum of 5 points, which will encompass a total maximum of 40 (30+5+5) points to the style score.

### **Points Breakdown**

Angle Judge – Max 35pts

Overall points based on speed and line without scrubbing speed.

Line Judge – Max 35pts

- Broken down on the amount of clipping points/zones. For example if there are 5 points/zones the 35 max points are added/subtracted by 7.

Style Judge – Max 30pts

STYLE The style judge has 30 points total to award to each driver during each qualifying pass. His 30 points are divided into 3 categories worth 10 points each.

**Impact:** Impact refers to how aggressively the driver attacks the outside zones and inner clips, how close to the edge of control the driver gets and how high-risk the run looks overall. Drivers will be judged on their overall boldness and confidence in the car's abilities as well as their own.

**Fluidity:** Fluidity refers to how smooth the car's movements are as it completes the course. As the driver transitions between turns, the car should flow from high angle in one direction to high angle in the next without any hiccups, bobbles or shaky movements. Fluidity is based on the car's movements on its rotational axis.

**Commitment:** Commitment refers to how confident and aggressive the driver is setting up for outside zones and inner clips. Drivers will be judged on their ability to use momentum, speed and throttle to approach the scored areas while using minimal ebrake to position their cars. The vehicle should flow throughout the entire run without visually breaking the course up into sections. Commitment is based on the smoothness of the car's forward motion.

*A total of 100 points can be accumulated based on the above point system.*

#### **Point deductions (not specific to judging categories)**

- Chase car being more than 2 cars behind
- Car collision but continues drift
- Loss of drift (straightening out)

**Important notice:** Any driver who does a standing burnout at any point during CSCS on or off the track will hereby be disqualified from the next round OR fined an additional entry fee.

### **5.1 Vehicle Requirements**

#### **5.1.1. Vehicle eligibility**

Eligible models must have been considered a "production car" and have had a minimum build run of 600 units in their model year. Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors. Vehicles must maintain the original OEM unibody and/or frame structure between the OEM front and rear suspension mounting points.

All competition vehicles must be rear wheel drive (RWD) and have a complete unibody chassis. Tires must have a minimum tread wear rating of 140 (UTQG) and be DOT approved. All vehicles are required to have both front and rear bumpers, all fenders, hood, and doors as well as working brake lights at technical inspection before the start of the event.

#### **5.1.2. Roll cage (NOT MANDATORY FOR 2016 SEASON)**

Roll cages should follow FormulaDrift, or DMCC Drift specifications. If they do not pass either of these sanctions please contact CSCS.

At a minimum the following specifications should be followed:

4 Point with door bars both sides – hip height (Minimum required)

6 Point with door bars both sides – hip height (Strongly recommended)

All points must have base plates

SAE 1020 or 1025 Mild steel tubing or DOM is the preferred material for roll cage construction.

All bolt in roll bar/cage must have backing plates

Door bars must be welded

SFI roll bar padding required near the hip/elbow of the driver and on the halo above the drivers

head

Convertibles are required to have a complete 6 point roll cage with door bars, unless the vehicle is equipped with a hardtop, in which a 4 point with door bars will suffice.

## **5.2. Suspension & Braking**

5.2.1. Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody only if a suitable replacement structure of equivalent strength is installed after removal of the unibody section.

### **5.2.2 Subframe**

Front subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed. All original suspension mounting tabs must remain in the original position. No cutting, welding, bending, drilling or modifications of any kind will be allowed. Front subframes may only be modified to directly allow for oil pan/starter clearance and steering rack relocation. The front subframe must retain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modifications, cutting, welding, strengthening, etc is not allowed.

### **5.2.3 Steering**

Modifications of steering components (steering rack, tie rods, etc.) are free. This includes mounting the rack to the front subframe.

### **5.2.4 Rear suspension – live axle**

The original chassis mounting points must remain unaltered and in the original factory position. Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will not be allowed.

Original suspension design must remain: 3 link, 4 link, etc.

### **5.2.5 Rear suspension – independent**

OEM Rear sub-frames and cross members must be stock and available on the exact year make and model.

Original suspension design type must remain: 5 link, 4 link, strut, etc. Subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed.

### **5.2.6 Modified or aftermarket suspension parts**

Modified or aftermarket suspension parts, including hubs, are allowed.

### **5.2.7 Brake system**

The primary brake system must operate all 4 wheels.

## **5.3. Engine & Drivetrain**

### **5.3.1. Engine**

Engine modifications are free, but may only run on gasoline, diesel, and ethanol blends. All other fuels require written approval from the technical manager. All fluid systems must be free of leaks.

### **5.3.2. Cooling System**

Cooling system modifications are free but must be fully closed and free of leaks. Cooling systems shall be filled with water only. "Water wetter" is allowed. Radiator catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver compartment.

### **5.3.3. Oil System**

Oil system modifications are free but must be fully closed and free of leaks.

Oil storage tanks that are not located in the original position must be surrounded by a 10mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

### **5.3.4. Fuel System**

The fuel system design is free, but engines may only run on gasoline, diesel, and ethanol blends. All other fuels require written approval from the technical manager.

Safety Fuel cells are required for all vehicles with a relocated fuel tank. Safety fuel cells shall consist of a bladder enclosed in a metal container. If the factory fuel tank is retained it must be mounted in the factory location in the factory manner while being enclosed by the factory sheet metal.

Fuel cells meeting SFI 28.1 are recommended. Fuel tank/cell must be separated from the driver's cockpit by a permanently mounted steel or aluminum bulkhead. Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.

### **5.3.5. Nitrous Oxide**

Nitrous Oxide bottles must be securely mounted and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure. The use of plastic bottle brackets is prohibited. Nitrous bottles located in the passenger compartment must have a pressure relief valve and be vented to the outside of the passenger compartment.

### **5.3.6. Exhaust System**

Exhaust system modifications are free, but must exit aft of the rear axle or in the original location. Mufflers are not required. All competitors are subject to venue noise restrictions.

### **5.3.7. Starter**

All cars must be equipped with an on-board starter and power supply which must be in working order at all times

### **5.3.8. Transmission**

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

### **5.3.9. Driveshaft**

All vehicles must have a driveshaft retaining loop mounted within 6 inches of the forward most universal joint or OEM location and be securely attached to a body or frame structure. The driveshaft loop may be made of minimum 1/4in steel x 2 in wide strap or 7/8 inch x .065 steel tubing and be securely mounted in case of universal joint failure. If the OEM driveshaft is un-

modified the OEM loop may be retained.

### **5.3.10 Battery**

The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts. Batteries may be relocated. Relocated batteries must be fastened to the frame or unibody with a minimum of two 3/8-in diameter bolts. J bolts or hooks are prohibited. If the battery is located in the driver's compartment, it must be in a sealed box bolted to the unibody/chassis with the battery securely fastened inside the box and properly vented and drained.

## **5.4 Body Exterior**

### **5.4.1. Body Panels**

Cars must maintain the OEM look and feel and be clean, free of damage and presentable for competition. All bodywork must be painted or covered, securely latched and/or fastened and not loose in any manner. Aftermarket body panels, front and/or rear fascia's, side skirts and wings, etc are permitted.

### **5.4.2 Windshield**

Windshields must be installed and OEM glass or OEM replacement material and be free of cracks. If windshield cracks occur on race day drivers must secure cracks with clear tape and get approval from a competition manager. Non-glass, Lexan or Polycarbonate replacement windshields must be a minimum 3/16" thickness, be adequately mounted, and have supplemental, vertical bracing made.

### **5.4.3. Wipers**

Cars must have a functioning windshield wiper.

### **5.4.4. Mirrors**

Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.

### **5.4.5. Hood Pins**

The OEM hood latch must be in working condition or two (2) hood pins, equally spaced across the front of hood, are required within 24" of the leading edge of the hood. Additional hood pins, i.e. at the back plane of the hood, are also recommended. The original stock latch must be removed.

### **5.4.6. Towing Apparatus**

All cars must have a minimum one (1) front and one (1) rear permanently installed towing apparatus (eye, strap, cable, etc.) with a minimum hole diameter of two inches. The apparatus shall be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps, approximately equal to 5000 lbs.

### **5.4.7. Lights**

All OEM lights must remain in place. Brake lights, tail lights (rain lights) must be red. Taillights must remain in OEM condition tinting is prohibited. Headlights must function normally use of red headlights is prohibited. All lights must be in working order. Rearward facing strobe lights of any color are strictly prohibited.

## **5.5 Interior & driver's compartment**

### **5.5.1. Interior**

The interior of the vehicle must be clean and professional in appearance. All non-essential and/or loose items must be removed. Any removable equipment such as spare tires, tools, bins, etc., shall be removed along with attaching hardware, brackets and covers.

### **5.5.2. Dashboard**

The dashboard must be either stock or stock replacement. Replacement must be same dimension and position of stock dashboard. The modification of gauges is free.

### **5.5.3. Steering wheel**

Any steering wheel except wood rimmed types may be used.

### **5.5.4. Driving Suits**

Drivers must wear a fire resistant driving suit bearing either a FIA or SFI designation. Drivers are also strongly encouraged to wear additional fire protective clothing such as gloves, racing shoes and underwear

### **5.5.5. Seats**

All cars must have at least two seats, one for the driver, and one for a passenger. Each of the two required seats must be homologated to FIA or SFI homologations.

### **5.5.6. Seats belts**

Minimum 5 points harness must be SFI or FIA homologations