

Technical Regulations DMSB-Driftsport 2018

As at: 01.12.2017

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Art. 1 Basic Principles of the Technical Regulations

Art. 1.1 General/Preamble

The present Regulations are applicable for all cars in the Pro-Class pursuant to the Sporting Regulations. Modifications to the vehicles are free provided the following prescriptions which shall precede are respected.

Art. 1.2 Driver Equipment

The wearing of overalls as well as long underwear, balaclava, socks, shoes and gloves in accordance with FIA Standards FIA 8856-2000 or SFI 3.2/A/5 is mandatory.

- Overall: FIA Standard 8856-2000 or SFI 3.2A/5
- Shoes: FIA Standard 8856-2000 or SFI 3.3/5
- Gloves: FIA Standard 8856-2000 or SFI 3.3/5
- Balaclava: FIA Standard 8856-2000 or SFI 3.3
- Underwear: FIA Standard 8856-2000

From 01.01.2020, all driver equipment must comply with FIA Standard 8856-2000.

Moreover, a helmet in accordance with DMSB Yearbook, blue section, must be used.

The prescriptions regarding the drivers' and the codrivers' equipment as specified in the DMSB Yearbook, blue section, must moreover be respected.

An FIA homologated head restraint system FHR (e.g. HANS) is strongly recommended. From 01.01.2029, an FIA homologated head restraint system FHR (e.g. HANS) will be mandatory.

Art. 2 Vehicles

Only vehicles with rear-wheel drive are eligible. The production vehicles which is the basis for the competition car must comply with the conditions to be approved for use in public traffic in the EU. To be eligible, the production car which is the basis for the competition car must have been manufactured in at least 4 identical examples of this car. It is the participant's obligation to furnish proof hereof.

Art. 2.1 Engines

Modifications of the engine are free. Eligible are only spark-ignition engines, diesel engines or rotary engines.

Art. 2.2 Suspension

Modifications of the suspension are permitted. Spring and damping system are free. Modifications of the chassis geometry (e.g. steering angle extension) are permitted as long as they do not interfere with the safe operation of the vehicle.

Art. 2.3 Brakes

At all times during the event, the brake system must be fully operational so that it is always possible to stop the vehicles safely. To ensure this, it is mandatory that the driving brake (foot brake) of the vehicle operates all four wheels. Modifications of the brake system (control valves, hydraulic handbrake) are free as long as the basic function (braking effect on all four wheels) is not affected. Cut-off valves are not permitted.

Art. 2.4 Tyres

The tyres used must be provided with an e-mark. Pure racing tyres (e.g. tyres without tread such as slicks) are not permitted at DMSB approved events. The tread surface and the tread pattern may not be modified or cut. Any chemical, mechanical or thermal treatment of the tyres is prohibited.

Art. 2.5 Noise Regulations/Exhaust Regulations

The DMSB Exhaust Regulations must be respected. A catalytic converter in accordance with Art. 15 of the DMSB Exhaust Regulations and/or a DMSB homologated particulate filter is recommended. Prescriptions imposed for individual tracks in relation to noise limitations must be respected. Any such binding prescriptions will be published in the Supplementary Regulations of the event. The noise will be measured in accordance with the DMSB close-proximity method.

The current DMSB Noise Regulations are available in the DMSB Yearbook, blue section, page 27.

Art. 3 Vehicle Safety Equipment

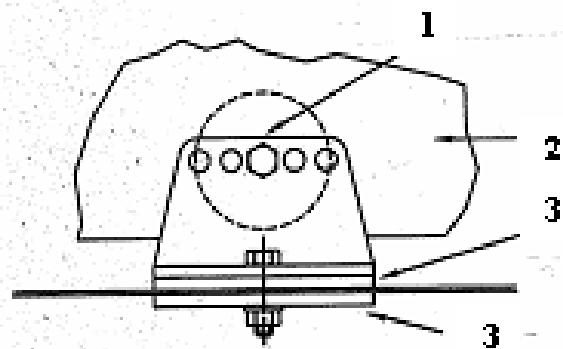
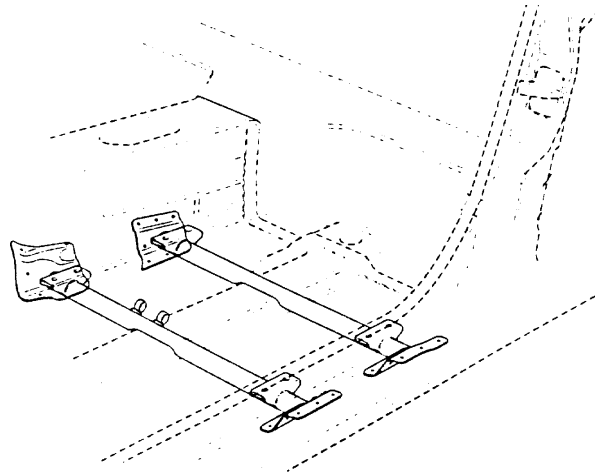
Art.3.1 Safety Belts

FIA homologated or formerly homologated safety belts in compliance with FIA Standard 8853/98, 8854-98, SFI 16.1 or 16.5 (5 or 6 point harnesses) are mandatory for the drivers/passengers. The age of formerly homologated safety belts may be maximum 10 years.

Art. 3.2 Seats and their consoles

An FIA homologated or formerly homologated driver seat in compliance with FIA Standards 8855-1999 or 8862-2009 is mandatory. The age of formerly FIA homologated seats may be maximum 10 years. The same applies for co-driver seats, if fitted.

The seat support must comply with the original parts, with Art. 253-16 in the Appendix J to the ISC, with the FIA seat homologation or with one of the drawings below.



- 1 - Verstärkung**
- 2 - Sitzschale**
- 3 - Gegenplatte**

The material used for tubes must be made of steel and be designed with a minimum diameter of $\text{Ø } 38$ mm x 2.5 mm or $\text{Ø } 40$ mm x 2 mm or with a square section of at least 35 mm x 35 mm x 2 mm or, where applicable, comply with the homologation.

Moreover, appropriate seat support deviating from the aforementioned options are permitted if they are specifically registered in the car documents or registered in the car documents in connection with a seat registration or if they are approved by a DMSB official expert or if they are registered in the Vehicle Identity Form or in the Driftsport ID Card.

The original seat support may be removed for this purpose.

Art. 3.3 Fire Extinguishers

A manual fire extinguisher in compliance with Art. 253.7 in the Appendix J to the ISC is mandatory. An FIA homologated fire extinguishing system which may replace the manual fire extinguisher is recommended.

The inspection date of the extinguisher must not date back by more than 24 month. The release button must be clearly marked with a corresponding label and it must be possible to trigger it from the inside and from the outside.

Art. 3.4 General Circuit Breaker

A general circuit breaker in compliance with Article 253.13 in the Appendix J, DMSB Yearbook, orange part, page 29, is mandatory.

It must be possible to trigger it manually or electrically from the inside and from the outside. It must at all times be easily accessible for the driver. As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings and be clearly visible. The release button must be clearly marked with a corresponding label.

Art. 3.5 Windscreen and Side Windows

The following additional provisions apply with regard to tinted windows:

The windscreen and the windows in the driver's and the co-driver's doors must be clearly transparent and may hence not be tinted, unless they figure the original tinted heat-protection glass which complies with the Road Traffic Licencing Regulations (StVZO).

For all cars, a so-called NASCAR net (door nets) in compliance with Article 12 DMSB General Provisions and Comments to the Safety Prescriptions (DMSB Yearbook, blue part) are permitted.

Art. 3.6 Towing Eye

All cars must be equipped with a front and rear towing-eye or towing strap. Each towing eye or towing strap must have an inner diameter of at least \varnothing 60 mm and maximum \varnothing 100 mm or an appropriate free section of at least 29 cm² and maximum 79 cm². It must be possible to move a bolt with a diameter of \varnothing 60 mm through the towing eye or straps.

The towing eyes or straps must be securely fitted to the structural parts of the chassis.

The towing eyes or straps must be positioned so that their front edge protrudes beyond or terminates with the outer periphery of the bodywork. They may for example also be a folding type.

The towing eyes or straps must moreover be rigid enough and be accessible so as to allow the recovery of a car stuck in a gravel bed.

Each towing eye or strap must itself be identified or be identified by an arrow positioned on the above-situated body part and painted in a contrasting colour to the vehicle either in yellow, red or orange.

Each towing eye or strap and its associated attachments must be able to withstand the following forces without structural damage. A force of at least 30 kN is applied within 3 seconds and then maintained over a duration of 60 seconds.

Art. 3.7 Electrical Equipment

The lighting equipment of the cars is free provided the following conditions are respected:

- The cars must be provided with an operational lighting which must comprise at least:
 - Headlights with (dimmable or dimmed) lighting effect.
All headlights with dimmable or dimmed lighting effect must be type-approved headlights identified according to ECE or EG (with e-mark).
Position lamps, corner marker lights and clearance lamps as well as daytime running lights and/or back-up lights, bicycle headlamps or similar are not eligible to replace the headlights
 - Front and rear direction indicator lamp
 - Rear lamps and
 - Brake lamps.
- All lamps (with the exception of back-up lights, if fitted) must be fitted in pairs and symmetrically to the car.

Type-approved headlamps may not be modified. The lighting effect of all other mandatory minimum lighting devices must be clearly visible at a distance of 5 metres.

Moreover, a front brake light with a minimum width of 80 cm is mandatory in the upper part of the windscreen.

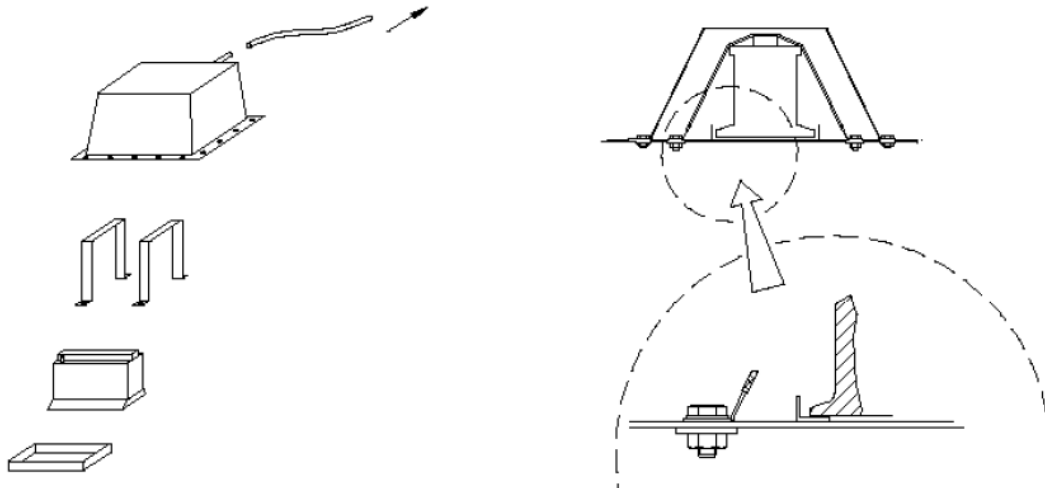
Art. 3.8 Battery

Should the battery be moved from the position intended by the manufacturer, it must be attached to the body using a metal seat and two metal clamps with an insulating covering; the whole unit must be fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used. As an alternative to the metal clamps, two metal or aluminium, at least 3mm thick angle profiles running at the lateral edges of the battery or two at least 3mm thick metal straps (no perforated plate straps) running transverse across the battery are permitted. These angle profiles or metal straps must be attached to the car bottom with at least two M10 threaded bolts.

Moreover, battery cases made of sheet steel with a minimum material thickness of 2 mm and battery cases made of aluminium sheet with a minimum material thickness of 3 mm are authorised. These units including cover must be fixed to the body with at least four M10 bolts. A counterplate at least 3 mm thick and with a surface of at least 20 cm² must be provided between the single bolts and the body sheet.

If a wet battery is used, a liquid-proof bulkhead must be installed between the cockpit and the battery. The battery may also be placed in a box. Its location is free; it is also permitted to locate the battery inside the cockpit but only behind the front seats. In this case and if it is a wet battery, the protection box must include an air intake with its exit outside the cockpit (see drawings below). If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely.



Art. 3.9 Fuel and Fuel Tank

It may only be used commercial unleaded gasoline to DIN EN 228, unleaded gasoline fuel E10 according to DIN 51626-1, diesel fuel according to EN 590 or biodiesel according to DIN EN 14214. In addition, the provisions of Article 252.9 of Annex J to the ISG are also needed to comply.

Bioethanol E 85 according to DIN EN 15376 is permitted. This fuel must have an ethanol content of at least 85%. The remaining shares must be commercial petrol according to DIN EN228.

The cars must be equipped with the originally installed standard fuel tank, a homologated fuel tank (competitor/driver must provide proof) or an FT3-1999, FT3.5 or FT5 safety fuel tank approved by the FIA. The original standard tank must be from the corresponding vehicle type, a subsequently homologated fuel tank not. The safety fuel tanks must come from an FIA-approved manufacturer (Art. 253-14.4 in the Appendix J to the ISC).

The FT3-1999, FT3.5 or FT5 safety fuel tank must be marked as follows: name of the manufacturer, the exact specifications according to which this tank has been manufactured, the homologation date, the date of the end of validity, the series number. After the end of validity of the homologation, these fuel tanks must be replaced unless inspected and recertified by the manufacturer for a period of up to another two years. *It may be installed several of the described fuel tank in the vehicle. The design of fuel storage tanks with a capacity of max. One liter is free. The filler opening must not be inside the rear window or the roof.* For the purpose of attaching the filler neck, the rear side windows may be replaced by sheet metal. *It is permitted to cut the vehicle floor to the minimum necessary to install the fuel tank, even if in this area the standard vehicle floor is located above the door sill top edge. The cut out area of the vehicle floor may be max. 2 cm larger as the projected area of the installed fuel tank. Example: Tank area 40 cm x 40 cm. The floor panel may be max. 44 cm x 44 cm be cut out. If the fuel tank is in the trunk, there must be a drain device where the diameter of a subsequent cut in the floor panel max. 10 mm. Incidentally, the position of the fuel tank is optional.*

Art. 3.9.1 Housing the fuel tank inside the passenger compartment

The passenger compartment is the structural interior in which the driver and the passenger are located. The complete or partial accommodation of the fuel tank inside the passenger compartment is permitted under the following conditions:

The installation position must be behind the main hoop of the roll cage.

- *There must be two diagonal struts (cross struts) or one diagonal strut and one H strut in the main bar of the rollover device.*
- *Only FT3-1999, FT3.5 or FT5 safety tanks are allowed.*
- *It is a liquid-tight partition or box made of CFRP, GRP or aluminum mandatory, which forecloses the passenger compartment.*
- *The attachment to the bodywork must be made with metal strips at least 40 mm wide and 2 mm thick,*

2 times longitudinal and 1 crosswise to the vehicle axle. The tapes must be led around the box. As an alternative to the straps, at least 10 M8 screws or 16 M6 screws may be attached to the base of the box.

- The tank must be protected by a minimum of 15 mm thick shock-absorbing foam layer between the fuel tank and the box. The foam must have a molding density of 35 kg / m³.
- The fuel tank can only be filled from outside.
- The fuel lines must comply with the current regulations in accordance with Article 253-3.2 of Annex J to the ISG.
- Inside the passenger compartment, the fuel lines must be continuous (not pieced).
- The filler neck may be located at a suitable position on the body, with the exception of the roof. The filler pipe must be flexible (eg rubber) and double-walled.
- A field of view for manufacturer name and date of manufacture must be available.
- The filling pipe must be fitted with a FIA homologated check valve.
- The tank ventilation line must be provided with a check valve.
- Fuel pumps must be isolated from the passenger compartment by a partition (box).
- In all horizontal directions, a minimum distance of 30 cm from the tank to the outer body must be maintained.

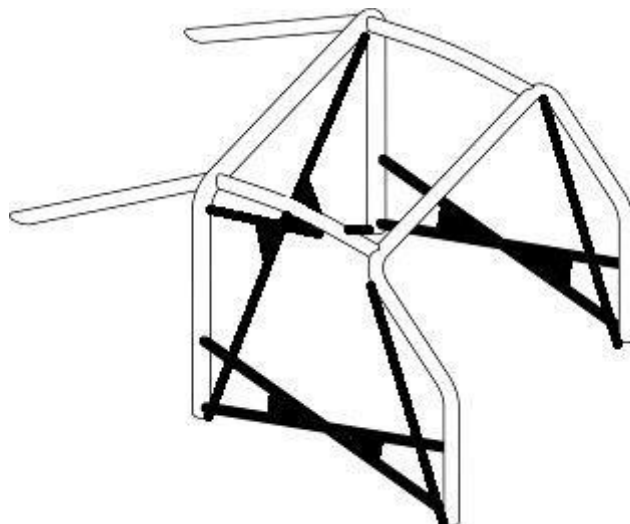
Art. 3.10 Safety Cage

The mandatory safety cage must be designed and constructed in such a way that, after appropriate installation, a deformation of the bodywork after an accident is avoided and thus the risk of injury for any person on board is reduced. The safety cage must be characterized by a thorough manufacture, good adaption to the vehicle shape, suitability of the fixations and the impeccable installation along the bodywork.

The safety cage may not have any function of guiding liquids. The welding must be carried out along the whole perimeter of the tubes. All welds must be of the highest possible quality with full penetration (preferably using a gas-shielded arc).

Where the occupants' bodies or helmets could come into contact with the safety cage, flame-retardant padding must be provided for protection of the occupants.

Examples for accepted safety cages:



The safety cage must be firmly mounted to the bodywork, the minimum numbers of mounting points are:

- 1 for each front rollbar pillar
- 1 for each lateral rollbar or lateral half-rollbar pillar
- 1 for each main rollbar pillar
- 1 for each backstay

For so-called safety cages fabricated in self-construction, each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3 mm thick and of at least 120 cm² area which is welded to the bodyshell.

Material specification: Pursuant to Article 253.8 in the Appendix J, DMSB Yearbook orange part, page 27, for so-called safety cages fabricated in self-construction. For higher alloyed steel, an ASN certificate, e.g. DMSB Certificate, or an FIA homologation is required.
As a principle, the provisions of Art. 16.2 for DMSB Group FS must be respected.

Art.4 General

Vehicles of German participants must have a current certificate for use in public traffic, a DMSB Vehicle Identity Form or an ID Card issued by the DMSB. For foreign participants, the Vehicle Identity Form of the corresponding ASN is also accepted.