

IDC IRISH DRIFT CHAMPIONSHIP

2024 Regulations



*IDC reserve the right to update or amend the contents within.
Drivers will be notified of any changes through the drivers' page.*

IRISH DRIFT CHAMPIONSHIP 2024

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(4) VEHICLE SPECIFICATIONS CHASSIS MODIFICATIONS

(4.0) The original chassis rails, from most forward suspension or sub frame mounting point (whichever is more forward) to most rear-ward suspension or sub frame mounting point (whichever is more rearward) must remain original (OEM) and completely unmodified.

(4.1) FF/MR/4WD drive-train vehicles are permitted to enter IDC events under the special vehicle rules. See 4B onwards

(4.2) All vehicles must be rear wheel drive.

(4.3) Vehicles originally available in rear wheel drive by a manufacturer must retain the original OEM unibody and/or frame structure. This includes floor pans, bulkheads and 'A', 'B' or 'C' pillars.

(4.4) Gearbox tunnels may be altered to accommodate a larger gearbox, differential tunnels may be altered for larger differentials. Driveshaft tunnels may be altered for larger driveshafts

(4.5) The vertical plain of the crankshaft (where the flywheel bolts to the crankshaft) may not pass the original (OEM) most rear-ward vertical plain of the bulkhead. The vertical plain of the crankshaft is measured on the engine fitted to the competition vehicle, not the OEM engine

(4.6) Tube-frame/space-frame chassis-type vehicles are not permitted in IDC events. Tube-frame extensions are only permitted once they comply with rule 4.0. They must be made from a maximum 38x3mm mild steel and must be a minimum of at least 300mm inward from the front and rear of the competition vehicle to allow for an impact zone/bumper support bar as per point (4.8) below.

(4.7) Front and rear inner wheel arch replacement is permitted. Wheel arch replacements must be covered by bodywork, i.e., overfender etc.

(4.8) Bumper support bars front and rear are permitted. They must attach directly to the chassis legs or inner wheel arch and be made from a maximum 25x2.5mm mild steel or aluminium for the front while the rear may be up to 38x2.5mm mild steel or aluminium

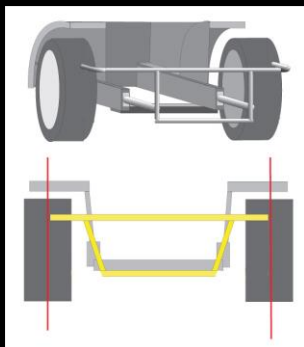


Fig 1.0 This image is to be used as a guide only.

(4.9) The OEM firewall between the cockpit and engine compartment must be intact to prevent the passage of fluid, flame or smoke from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size (e.g. the passage of controls and wires) and must be completely sealed.

Unused holes must be welded or sealed.

The original floor may also be modified to repair rust/damage.

(4.10) Front and rear towing hooks must be present and clearly marked. They should be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps (approximately 2500kgs) Stock hooks are permitted, except when the hook is hidden by the installation of an aero-kit.

(4.11) Seam welding the unibody is permitted.

(4B) SPECIAL VEHICLE RULES

(4B.1) To be permissible under the special vehicle rules a vehicle must have been originally available by a manufacturer in front wheel drive, mid engined or four wheel drive only

(4B.2) IDC officials reserve the right to refuse low volume manufactured vehicles such as tube or box frame fiberglass or composite bodied vehicles. **Please contact IDC directly before undertaking a Special Vehicles project**

(4B.3) Original floor pan must remain intact and may only be modified by the minimal amount

(4B.4) Gearbox tunnel is free for modification. Propshaft tunnel is free for modification. Diff tunnel is free for modification

(4B.5) Localised modifications to main chassis rails is permitted but only to allow fitting of suspension and drivetrain parts. Modifications must be made by the minimal amount

(4B.6) No full or half tube frame structures are allowed to replace the original chassis rails between the front and rear suspension points. Lateral chassis members may be replaced with tube or box section

(4B.7) Bulkheads may be locally modified to aid the mounting of the engine, intake manifold, exhaust manifold and brake/clutch cylinders.

Maximum rearward Engine position is based on the number of cylinders allowed rearward of the axis of the upper suspension pivot points.

Positions are as follows:

2 cylinders on an inline engine

4 cylinders on a "V" configuration engine

No restriction if the vehicle complies with rule 4.5

(5) ROLL CAGE CONSTRUCTION:

All competing cars must be equipped with a 6 point or better roll cage. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing. All main hoops regardless of material must be constructed from 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of 38x2.5mm or 42x2mm. an inspection hole of 3-5mm must be drilled in a non-critical place on the main hoop for wall thickness verification.



Fig 2.0 This image is to be used as a guide only

(5.1) Joints must be notched and form fit properly, with no flat or crimped joints of any kind.

(5.2) There must be a continuous 360° weld around each joint in the entire roll cage structure and fusion must exist between weld metal and base metal.

(5.3) The main hoop must be one continuous length of tubing with maximum of four bends. A fifth bend may be added to the centre roof area only and must be no more than 15°. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible. (5.4) Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. Any bars with more than three bends must be pre-approved by the IDC technical inspector. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's compartment. They are to be connected together by a single horizontal tube across the top of the windscreen.

(5.5) Front legs that bend around the dashboard (dash-dodgers) are not permitted under any circumstance.

(5.6) FIA approved bolt in cages are NOT permitted for a steel unibody vehicles.

FIA approved bolt in cages may be approved for aluminium constructed vehicles.

Any design outside of the parameters stated must be inspected and pre-approved by the IDS technical inspector

(5.7) Door impact protection bars are required on both driver and passenger side. Door bars must be at least 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of two parallel door bars with 2 small vertical tubes joining them, or alternatively an 'X' door bar. If a vehicle has 'X' door bars and continuous pieces (e.g. top and bottom as opposed to traditional 'X') front and rear gussets must be used and be of a satisfactory standard.

(5.8) Hoop rear stays: The main roll hoop must have two rear stays extending towards the rear of the vehicle and connect to the chassis rails, suspension turrets or wheel wells. It must connect to the main hoop within 100mm of the front leg joint and must be a continuous straight bar with no bends.

(5.9) Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² surface area, e.g. (5"x 4" plate/ 125mmx100mm).

(5.10) Additional bracing is permitted but must be of the same quality as the rest of the roll structure. Any design outside of the parameters stated must be inspected and approved for logging by the IDC technical inspector.

(5.11) Convertible vehicles are permitted but must have arm restraints and an additional window net fitted. The vehicle must also have 'X' intrusion bars as part of the roll cage.

(6) SUSPENSION

(6.0) Original suspension mounting points may be moved one inch (25mm) from the OEM mounting point.

6.1) Hubs/Spindles are free and original hubs may be modified. **All modifications must be pre-approved by the IDC technical inspector.**

(6.2) Aftermarket coil-over suspension is permitted.

(6.3) Suspension turrets are free for modification.

(6.4) Anti roll bars and anti-roll bar mounts are free for modification.

FRONT

(6.5) Suspension mounting points must be based on a original manufacturers mounting points from a vehicle originally manufactured in a rear wheel drive configuration

(6.6) Steering racks are free and the positioning of the steering rack is free for modification. **All modifications must be pre-approved by the IDC technical inspector.**

(6.7) Front sub-frames/cross members are free for modification.

(6.8) Front sub-frames/cross members may be removed and replaced with bespoke items or suspension arms can be chassis mounted

REAR LIVE/SOLID AXLE VEHICLES

(6.12) Axles are free for modification and may be swapped from other vehicles.

(6.13) Axle link systems are free for modification

(6.14) The original floor may be modified to fit axle link boxes

(6.15) Pan-hard rod and Watts linkage mounts are free for modification

(6.16) Anti-roll bars and anti-roll bar mounts are free for modification.

(6.17) Sub-frames for independent rear suspension may be fitted to vehicles originally fitted with a Live/Solid axle

(6.18) Rear suspension turrets are free for modification

INDEPENDENT REAR SUSPENSION VEHICLES

(6.19) Rear sub-frames are free for modification and may be swapped from other vehicles.

(6.20) Anti-roll bars and anti-roll bar mounts are free for modification.

(6.21) Rear suspension turrets are free for modification

(6.22) Hubs/Spindles are free and original hubs may be modified. All modifications must be pre-approved by the IDC technical inspector.

(6.23) The vehicle's original floor may be modified to allow fitting of a rear sub frame.

(6.24) Sub frames may be modified to allow the fitting of a larger differential.

(6B) VEHICLE SPECIFIC SUSPENSION RULES FOR NISSAN SILVIA S13/14/15 AND SKYLINE R32/33/34

(6B.1) The Nissan Silvia must retain the front suspension top pivot point within the PCD of the 3x original shock top mounting holes

(6B.2) The Nissan Silvia will only be allowed to swap rear subframes between the Silvia and Skyline range of vehicles. For example s14 subframe on a s13 etc

(6B.3) The Nissan Skyline may convert its front suspension to Nissan Silvia McPherson Strut

(6B.4) The Nissan Skyline may not use front suspension from any other manufacturer and must use either Silvia or Skyline front suspension

(6B.5) The Nissan Skyline will only be allowed to swap rear subframes between the Silvia and Skyline range of vehicles. For example s14 subframe on a r32 etc

(7) BRAKE SYSTEM

(7.0) The primary brake system must operate all 4 wheels.

(7.1) Brake systems may be biased front to rear, No brake bias may be used in a side to side configuration.

(7.2) Driver adjustable brake bias is allowed.

(7.3) Secondary hydraulic handbrake systems are allowed as a fully separate system or as a pass through

system. Secondary brake system/Handbrake must only operate the rear wheels.

(8) WHEELS

(8.0) Attaching tyres to rims with, for e.g. beadlocks, wheel screws etc. is prohibited.

(8.1) The space between the rim and the internal portion of the tyre must be filled only with air. Use of inner tubes, tyre balls, Mousse, tubeless systems, and tyre pressure relief valves are not allowed.

(8.2) All wheel nuts must be accounted for at all stages of competition. No aluminium wheel nuts/studs allowed. Wheel nuts must have a minimum of 5 turns to the stud.

(9) ENGINE

(9.0) Engine substitutions and modifications are free, but may only run-on petrol, diesel and race fuel. All other fuels require pre approval from the IDC technical inspector.

(9.1) All fluid systems must be free of leaks.

(10) COOLING SYSTEM

(10.0) Cooling systems and radiator setups are free but must be fully closed and free of leaks.

(10.1) Rear mounted radiators are allowed but must be outside the confinements of the drivers compartment, separated with a fully sealed firewall.

(10.2) If cooling system line are routed within the driver's compartment, they must be one continuous line and free of joiners between each firewall.

(11) OIL SYSTEM

(11.0) Oil systems modifications are free but must be fully closed and free of leaks.

(11.1) If the oil tank is located in the drivers compartment, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure, that may be removable by use of rivet nuts, etc.

(11.2) All engine and exterior components that support engine operation, such as but not limited to oil cooler, oil lines, oil filter, dry sump systems must be protected and within the confines of the factory frame rails and factory bumper supports.

(12) FUEL SYSTEM

(12.0) Fuel filler caps must be securely fastened at all times.

(12.1) No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose, fitted on the passenger side of the vehicle and secured every 10 inches with 'P' clips. All other parts of the fuel system must have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke.

(12.2) Fuel lines may be broken at the bulkhead but only once fitted with an FIA approved bulkhead fitting in order to continue the line.

(12.3) Fuel lines and fittings must be high pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.

(12.4) Aftermarket fuel cells must have a rollover valve on the breather.

(12.5) Internal fuel cells, fuel swirl pots, fuel systems, tanks and pumps are acceptable provided they are fire-walled (encased) from the drivers compartment.

(12.6) Fuel systems must not leak on the track, starting line, or gridding area.

(12.7) Fuel systems must only contain petrol, diesel or race fuel. All other fuels require pre approval from IDC officials.

(12.8) There must be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube in the result of an accident.

(12.9) Once the rear section of the unibody or boot floor has been removed or altered at all, all fuel cells, both OEM and aftermarket, must be protected from rear or side impacts by box or round tubing welded to the chassis and be made from 25x3mm mild steel or aluminium.

(13) NITROUS OXIDE

(13.0) Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.

(13.1) All Nitrous bottles must be re-certified every 5 years and stamped to indicate the last inspection date.

(13.2) All Nitrous bottle must be stamped with minimum DOT -1800 pound rating.

(13.3) The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.

(13.4) The use of plastic bottle brackets is prohibited.

(13.5) Nitrous bottles located in the driver compartment must have a "BLOW DOWN TUBE" which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).

(14) EXHAUST SYSTEM

(14.0) Exhaust system modifications are free.

(14.1) Mufflers are not required.

(14.2) If the exhaust passes the rear axle, the exit of the exhaust must not point towards or against the wheels of the vehicle.

(14.3) The exhaust sound level must be within regulation at each host venue.

(14.4) Additional sound level readings may be taken during practice, qualifying and twin battles.

(14.5) If any competition vehicle exceeds the acceptable 'db' level set by the host venue, they will be removed from the competition and must pass acceptable 'db' level tests in order to return. Each venue-specific 'db' level will be announced prior to each event.

(15) TRANSMISSION

(15.0) All vehicles must be equipped with a functioning reverse gear.

(15.1) Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.

(16) IGNITION

(16.0) Ignition steering lock mechanisms must be removed.

(17) BATTERY

(17.0) Batteries may be relocated.

(17.1) Batteries must be securely fastened with the positive terminal insulated and if located within the cockpit fully covered (fire-walled).

(17.2) Dry cell or Lithium batteries do not need to be fire-walled once securely fastened.

(17.3) A Master electrical cutoff switch, wired to completely shut off all engine and electrical system

function except for electrically operated fire suppression systems is mandatory.

(17.4) The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the the master electrical cutoff switch, by means of a spark proof breaker switch, or a manual push/pull apparatus.

(17.5) A secondary must be mounted outside the vehicle, on the cowl just below the windshield or on the upper quarter of the bonnet on either side and is to be clearly marked with the appropriate "OFF" markings.

(17.6) The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.

(18) BODY EXTERIOR AND INTERIOR

- (18.0) Aftermarket body panels are permitted and free to modify.
- (18.1) Panels must be clean, free of damage and presentable for competition.
- (18.2) All bodywork must be painted or vinyl wrapped. Unpainted/non-wrapped fibreglass panels are not permitted and will fail technical inspection.
- (18.3) Aftermarket body panels, front and/or rear fascia's, side skirts and wings are permitted.
- (18.4) One piece front ends are not permitted.
- (18.5) Over fenders are permitted.
- (18.6) Bumper bars must remain within the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- (18.7) All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle and are subject to approval of the technical inspector.
- (18.8) Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper.
- (18.9) Pro class drivers must have a full livery design applied to their competition car.
- (18.10) If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.
- (18.11) Competitors are permitted to remove body panels for practice only.
- (18.12) All body panels must be fitted/present/repaired for the first run of class qualification.

(19) DOORS

- (19.0) Doors must use the factory latch mechanism.
- (19.1) The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle. This includes the passenger door.
- (19.2) Doors with an exposed interior must have the sharp edges removed or covered.

(20) WINDOWS

- (20.0) Windscreens must be OEM glass or lexan/polycarbonate replacement.
- (20.1) Lexan windscreens must be securely mounted and have a vertical brace, which is securely mounted down the centre of the inside of the vehicle.
- (20.2) Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of 0.125- inch and securely bolted in place.
- (20.3) Side windows must have a window net, OEM glass, or a piece of Lexan/polycarbonate that covers the full window opening whenever the vehicle is on-track.
- (20.4) For vehicles just using a window net, the driver must wear arm restraints, adjusted correctly, to ensure their arms can not exit the window.
- (20.5) Side windows (driver and passenger side) and the front windscreen must be clear. The use of colour or opacity altering tint or wrap is prohibited.

(20.6) Where OEM glass side windows are used, clear film must be present on the inside of these windows.

(20.7) The use of colour or opacity altering tint or wrap is permitted on rear windows, including the rear windscreen and any other windows rearward of the driver and passenger side front windows.

(20.8) Competitors with convertible vehicles must use arm restraints.

(20.9) Vehicles must have a functioning windshield wiper.

(21) **BONNET**

(21.0) The original latch must be removed.

(21.1) Aerocatches or bonnet pins must be fitted, but must remain unlocked for the duration of any IDC competition event or demonstration.

(22) **DECALS**

(22.0) All required IDC and/or other decals or markings must be present in the specified location. Decal kits will be supplied to drivers upon entering the series.

(22.1) IDC driver/number door cards are required.

(22.2) IDC windshield banners are required.

(22.3) IDC reserves the right to have any decals, marks, or other items removed or covered at their discretion.

(23) TOWING APPARATUS

(23.0) Front and rear towing hooks must be present and clearly marked.

(23.1) They should be strong enough to withstand the weight of the vehicle being pulled from non-racing surfaces such as gravel traps (approximately 2500kgs) Stock hooks are permitted, except when the hook is hidden by the installation of an aero-kit.

(23.2) Full metal tow hooks are advised, but other towing apparatus may be approved at the technical inspector's discretion. Any towing apparatus used must not protrude more than 3 inches from a blunt surface.

(23.3) Tow hooks must be visible, coloured in contrasting colour to surrounding bodywork or clearly indicated with "TOW" and/or with an arrow in contrasting colour to surrounding bodywork/paint/livery.

(24) LIGHTS

(24.0) The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

(24.1) THIRD BRAKE LIGHT STRIP Light strips must be connected to the existing brake light circuit.

(24.2) Damaged light strips with over 50% not functioning will need to be replaced prior to competition.

(24.3) Rear brake lights must be in full working order.

(24.4) The third brake light strip must be fitted on top of the rear window at the roof line. This must be fitted in case of rear brake light failure due to an accident or incident.

(24.5) Any vehicle without working brake lights will be immediately disqualified.

(25) INTERIOR

(25.0) The interior of the vehicle must be clean and professional in appearance.

(25.1) All non-essential and/or loose items must be removed.

(25.2) All carpeting and/or sound deadening material must be removed.

(25.3) Airbags/Supplemental Restraint Systems (SRS) must be removed.

(25.4) Any round steering wheels except wood trimmed may be used.

(25.5) The rear seats, all-carpets, air-conditioning, roof-lining, fabric door cards, radio and all unnecessary interior must be removed.

(25.6) Power steering pumps located in the drivers cabin must be covered.

The IDC technical inspector has the right to uninstall interior/exterior parts when judged hazardous or unstable.

DRIVER SAFETY REGULATIONS

All participating drivers must wear the following items when entering any IDC event or demonstration.

Drivers must wear full race gear to technical inspection at each event. IDC marshals will inspect race gear throughout an event to ensure compliance.

(26) DRIVING SUIT

(26.1) No bare skin should be showing at any-time.

(26.2) Racing Suit: FIA approved.

(26.3) Kart suits are not permitted.

(26.4) Racing Gloves: Fire-proof material.

(26.5) Vest: Fire-proof material.

(26.6) Racing Shoes: Fire-proof material.

(26.7) Cotton or polyester t-shirts/hoodies/sweatshirts cannot be worn under the race suit.

(27) HELMET

(27.0) A fire-proof balaclava is mandatory for an Open-Face helmet.

(27.1) Any driver wearing an Open-Face helmet is not permitted to have window nets and must have a fully closed driver and passenger window at all times.

(27.2) Helmet chin straps must be buckled or fastened while on course.

CERTIFIED HELMETS

- FIA – 8860-2004, FIA 8860-2010, FIA8859-2015
- Snell Memorial Foundation – SA95, SA2000, SA2005, SA2010
- SFI Foundation – Spec 31.2, Spec 31.1A, Spec 31.2A
- British Helmet Standard – BS6658 Type A/FR, BS6658-85 Type A

IDC recommend the use of any helmet approved under the FIA Standards of 8858-2010, 8859-2015 or 8860-2010. Any such helmets are automatically approved for use in the series. Any helmets falling outside the scope of these standards must be pre-approved for use by the series. Motorbike, motocross, etc. helmets will no longer be accepted as they do not adhere to fire safety regulations.

(28) HEAD AND NECK RESTRAINTS (HANS DEVICES)

(28.0) A HANS device (Head and neck restraint) certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is mandatory.

(28.1) Wearing a head restraint device, approved by the FIA, will be mandatory for all drivers for the 2020 season. (HANS Device)

(28.2) After any significant impact, it is recommended that the device tether be replaced.

(29) SEATS

(29.0) All bucket seats must be fixed to the floor and secure.

(29.1) Recliners are not permitted.

(29.2) Sliding rails are not permitted.

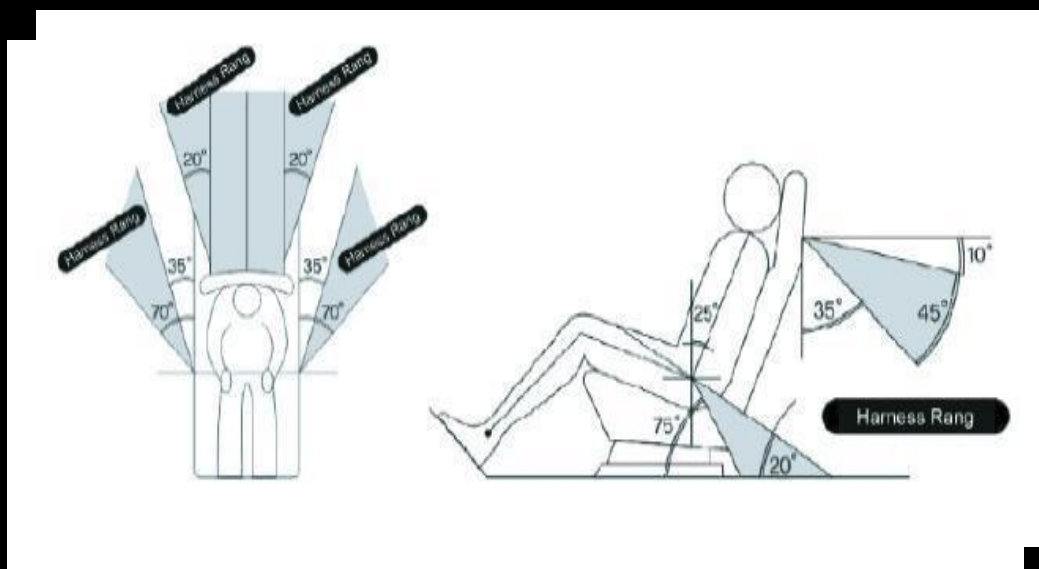
(29.3) A 6-point or better safety harness or HANS-approved harness must be installed in both driver and passenger seat. The width of the seat-belt must be at least 3 inches, or 2 inches in the case of a FIA HANS-approved device only, and the buckle must be quick release.

(29.4) There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.

(29.5) All seat belt systems are to be mounted according to the manufacturer's instructions.

(29.6) Only separate shoulder straps are permitted. The shoulder harness shall be mounted as closely behind the seat back as possible. This shall be above a line drawn upward or downward from the shoulder point at an angle of no more than 45-degrees with the horizontal and shall not be above 0- degrees. The shoulder straps shall pass through the seat back when the occupant is seated, without interference (up, down, or side to side), to the attachment points.

(29.7) The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 80- degrees, below the horizontal with the optimum angle of 60-degrees. The lap belts shall pass through the seat, without interference, from the attachment points and should ride over the pelvis, just below the pelvic crest, to the buckle. The top of the buckle should be positioned at least 1-inch below the belly button. The lap belt attachment must allow the lap belt to pivot at the mounting point to prevent the webbing from being loaded at an edge when loaded and must pull on the hardware in plane.



(30) FIRE SUPPRESSION SYSTEM

(30.0) All vehicles must have an on-board fire extinguishing system, with a minimum capacity of 2 litres.

(30.1) Fire extinguishers will be inspected to ensure their date and correct pressure throughout the season.

(30.2) The bottle must be mounted so that it can be removed easily for inspection or use.

(30.3) Plumbed-in fire-extinguishers are now mandatory, with a minimum capacity of 4 litres, or have an "EX..." Homologation number and appear on FIA Technical List 16 (see here - [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fia.com/sites/default/files/l16_approved_extinguisher_system_22.pdf](https://www.fia.com/sites/default/files/l16_approved_extinguisher_system_22.pdf))

(30.4) Plumbed in fire-extinguisher must be fitted to the following specification,

A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment.

If the fuel cell compartment is under the vehicle, or the stock fuel tank is being used, the third nozzle

shall be pointed at where the fuel lines come off the fuel tank/cell or at the OE fuel tank access panel.

Follow manufacturers guidance and instructions for nozzle outlet locations as systems may vary.

(30.5) All fire systems shall be serviced and rectified every two years, proof of which should be shown on the bottle.

(31) TRIGGERING DEVICES

(31.0) Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the vehicle fail.

(31.1) The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.

(31.2) This switch/apparatus must be located on the dashboard, or centre console, and must be marked with a letter "E" in red, inside a white circle of a least 2 inches in diameter, with a red edge.

(31.3) All vehicles must now be fitted with a second fire system activation switch/apparatus mounted external with the approve locations below.

(31.4) The approved locations for the second switch are along the A-pillar or top quarter of the bonnet in close proximity to master electrical cut-off switch.

(31.5) It also must be marked with a letter "E" in red, inside a white circle of at least 2 inches in diameter, with a red edge.

(32.0) SAFETY PINS

(32.0) All fire safety pins must be removed while in the staging area, grid area or on the competition course.

(33) TYRE RESTRICTIONS JUNIOR / ROOKIE / PRO 2**REAR TYRE**

(33.0) Race tyres including slicks and cut slicks are not permitted.

(33.1) Rear tyres must be "road pattern" tyres and not race pattern. IDC will determine what consist of a road or race pattern

(33.2) Tyres must also be branded with an E-mark/International/US equivalent to eligible for competition.

Tyres must be road legal in their country of origin.

(33.3) Semi-slick/performance-grade rear tyres are permitted in 15 inch diameter only with a maximum width of 205mm and a maximum sidewall aspect ratio of 50

Tyre brand, model and type must be pre-approved by IDC before competition. If you are unsure of your tyre choice, please consult IDC management before purchase.

(33.4) Vehicles may only run a maximum rear tyre width of 265mm and a maximum sidewall aspect ratio of 35

OPEN CHOICE FRONT TYRE

(33.6) Drivers may use whatever brand/make/model they prefer for front tyres. However, they must be;

- branded with an E-mark/International/US equivalent.
- road legal in their country of origin.
- Not a slick or cut slick

All drivers must remove or dispose of their own tyres after competition or face a fine of €250. No tyres are to be left at an IDC event venue unless stated otherwise.

(34) TYRE RESTRICTIONS *PRO***REAR TYRE**

(34.0) Only Tyres on the approved Tyre List, are eligible for competition. (See approved list at the bottom of this document.)

(34.1) Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin.

(34.2) Vehicles may only run an approved tyre with a measured tyre width no greater than 265mm and sidewall aspect ratio of 35

(34.3) Tyre size must not exceed the maximum size dictated by class at any time on track.

(34.4) Tyre size may be measured and verified on track before or after tandem rounds and qualifying.

(34.5) A driver may request a greater rear tyre-width (non-semi slick/road-pattern only) and these requests will be evaluated on a case-by-case basis. No driver is permitted to run a tyre with a width exceeding 265mm.

(34.6) The use grip modifiers or tyre coatings is not permitted.

(34.7) Race tyres including slicks and cut slicks are not permitted.

(34.8) Drivers may request the addition of a tyre to the approved list.

IDC reserve the right to add or remove a tyre from the approved tyre list at any time.

OPEN CHOICE FRONT TYRE

(34.9) Drivers may use whatever brand/make/model they prefer for front tyres. However, they must be;

- branded with an E-mark/International/US equivalent.
- road legal in their country of origin.
- Not a slick or cut slick

All drivers must remove or dispose of their own tyres after competition or face a fine of €250. No tyres are to be left at an IDC event venue unless stated otherwise.

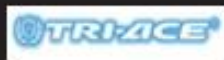


Pro Approved Tyre List 2024



Extreme Performance Tyre

VR1 S3 220TW
 VRC S3 220TW
 VR1 V2 240TW



Tri-Ace

Racing King

240AAA



Westlake

Sport RS

240TW



Valino

Pergea 08c
 Ebisu Matsuri
 Greeva 08D

TW300
 TW 360
 360



Zeknova

Supersport RS

240TW



Zenew

Deriva II

200



Zestino

Acrova 07A

280tw

Zemerald

280tw



Vitour

Tempesta Enzo

V-03R



Goodride

Sport RS

240TW



Kenda

KR20A
 Vezda Max



Accelera

651 Sport

200TW