



FEDERATION INTERNATIONALE DE L'AUTOMOBILE



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

FIA DRIFTING GUIDELINES

FOR DRIFTING EVENTS



1. Drifting Introduction

1.1 Definition

Drifting is an entry level motor sport activity which can be easily developed in all ASNs in order to bring new drivers into motor sport without consideration of the age.

Drifting is a motor sport discipline that can be organized on a permanent track (karting, circuit) or on a temporary track (e.g. a car park). The car must go sideways in over-steer and the over-steer must be controlled by the drivers' inputs, and they will be judged on style and clipping zones. Drivers must demonstrate speed and ability to control slide in one or two car battles.

Competitor's apparel and the vehicle requirements for drifting events must be detailed in specific articles.

2. Lexicon

Run: Round, series

Solo: run by one driver during the Qualifying rounds

Battle: run between two drivers during the final phases

Clipping zone: reference marks on the edge of the track which define the course and which the drivers get as close as possible to without running them over. These points can be positioned inside or outside the trajectory in each of the curves.

One more time: additional battle to decide the dead heats during the final phases.

3. Event description

3.1 Drifting events are classified into two categories, these being 'Solo' and 'Battle'. Solo Drifting is a Basic status Event and Battle Drifting is a two-car, Advanced Event. These two events enable competitors to compete without the need for specialized vehicles and expensive equipment.

3.2 Solo Drifting is a competition in which single car drifting is judged based on 4 criteria, these being ANGLE, LINE, STYLE and SPEED (Speed only to be used when an accurate way of measuring it can be employed). Maximum scores will be out of a total of 100 points. Placing is determined by points scored.

3.3 Drifting Battle is a competition in which two cars drift in formation. Judging criteria are different from those used in Solo Drifting. The lead car must aim to perform a perfect solo run, while the chase car must aim to mimic the run of the lead car, getting as close as possible without making any notable contact. Judges will then determine the winner of a battle by comparing each cars lead and chase runs.

4. Organization

4.1 Permits

An organizing permit is required for all Drifting Events. Public liability insurance is provided with the ASN



permit. An ASN Steward/Observer could be appointed for Drifting events.

4.2 Officials

The Clerk of the Course and the Judges shall hold an official licence from their ASN.

Three Judges (minimum) with an ASN licence shall be appointed for all international Drifting Events.

At least one marshal must be based at each corner on the track layout defined for the event. In addition to his safety role, each marshal may also be used as a Judge of fact, in order to validate – or not as the case may be – with a specific flag indicating the result of judging factors.

4.3 Registration

Sanctioned Technical Regulations and Supplementary Regulations must be published for National permit Series and Championship events.

4.4 Medical services

The attendance of an ambulance with qualified crew and one fire engine is mandatory for drift events.

4.5 Safety measures

At least two fire extinguishers with a minimum 6kg capacity (each unit) must be positioned in close proximity to the marshals' posts in the care of trained marshals.

5. Conduct of the Meeting

5.1 Prior to any practice, qualifying or competition sessions taking place, the Clerk of the Course must brief all drivers on the emergency procedures. At all times the access ways must be kept clear for the passage of emergency vehicles.

5.2 In addition to the mandatory briefing regarding safety procedures by the Clerk of the Course, additional briefings should also be conducted by the Judges to explain the scoring criteria for that event. The first such briefing should take place before the opening practice session, with additional briefings recommended prior to the start of the solo competition, and again before the start of the battle competition.

Briefings give the Judges the opportunity to explain to competitors exactly what they will be looking for when scoring, and what a perfect run will look like.

Notes summarizing each briefing should be published on the official noticeboard after each briefing.

6. Scrutineering

6.1 It is the responsibility of the Competitors to ensure that their vehicles meet at least the minimum safety requirements, i.e. harness, secured battery, no loose items in the car, tyres not worn and with full thread; a helmet is mandatory.



6.2 The entry form includes a 'Declaration' which shall be completed and handed in at Event Documentation and this, together with the presentation of the vehicle for scrutineering, shall be deemed an implicit statement of conformity with the safety schedule.

6.3 Competitors shall make their safety apparel and vehicle available for scrutineering at the request of the appointed scrutineers or the Competition Organizer. The vehicle shall be presented in the condition in which it will be used in competition, with all equipment fitted.

7. Judgment of the judge of fact

7.1 The judging criteria must be mentioned in the Supplementary Regulations of the Event or in the official bulletin and must also be explained at the drivers' briefing.

The recommended scoring breakdown is as per below:

- 40pts. LINE
- 30pts. ANGLE
- 20pts. STYLE
- 10pts. SPEED

However, the Judges of each event retain the right to adjust the scoring proportions at their own discretion (with the Stewards' approval) dependent on track layout, weather conditions, regional drifting variations. If the Judges deviate from the FIA's recommended scoring (as above) they must maintain a maximum possible score of 100 points, assigning each criteria no more than 50 points and no less than 10 points.

The points breakdown must be confirmed no later than the initial competitor's briefing and all three Judges must follow the same breakdown as each other on the event.

7.2 example of the judging factors

Line:

Maximum approach to the designated points (clipping zone) in the curves while maintaining smooth drifting posture.

Angle:

The size of the angle and stability when the car approaches the curves, and the timing and stability of the consecutive drifting motion.

Style:

Style is a combination of Commitment (the forward movement of the car) and fluidity (the motion of the vehicle on its own axis).

Speed:

Focused on a consistent average speed achieved throughout the run, as opposed to the maximum speed

achieved during the run.

The chase car(s) should run near the lead car

7.3 The judging factors applicable to the Event will be judged by the Judge of fact and the name of the Judge of fact must be posted on the official noticeboard.

7.4 The judgment of the Judge of fact shall be carried out by the system of point-addition or point-deduction in relation to the judging factors.

7.5 No protest may be lodged against the judgment of the Judge of fact.

8. Competition course

The organizer shall provide the following running sections according to the competition field, including its shape, and must specify the competition course drawing prior to the start of the Event. When multiple car drifting is organized, the space available for two or more cars on standing by at the start line should be secured.

- 1) Start line
- 2) Acceleration section
- 3) Competition (judgment) section, including minimum 3 curves and maximum 7 curves
- 4) Finish line
- 5) Deceleration section
- 6) Position of the judge of fact

9. Determination of classification

The method of determining the classification is at the discretion of the organizer and should be specified in the supplementary regulations of the Event.

Description example of the method of determining the classification:

- 1) Determined by the points scored based on the result.
- 2) Determined by the tournament.

10. Categories

Drivers will be divided into four categories:

- D1: Pro
- D2: Semi Pro
- D3: Amateur
- D4: Beginner



11. General details of categories and Vehicle Requirements:

	D1	D2	D3	D4
	<i>PRO</i>	<i>SEMI PRO</i>	<i>AMATEUR</i>	<i>BEGINNER</i>
Pro	X	X	no	no
Amateur	no	no	X	X
Homologated Commercially Road Car (series production)	no	no	X	X
Homologated Commercially Road Car Modified (series production)	X	X	no	no
Commercial Fuel	X	X	X	X
Maximum Power	tbc	tbc	tbc	tbc
Suspension Free	X	X	Optional	Optional
Roll cage	X	X	no	no
Windows net	X	X	no	no
Fire Extinguisher	Mandatory (To plumbed-in)	Mandatory (To plumbed-in)	Mandatory (manual)	Mandatory (manual)
External / Internal Cut off	X	X		
Safety Fuel Tank	X	X	Optional	Optional
Halo seat			Optional	Optional
Racing seat with 5 points seat belt	compulsory	compulsory	Optional with Hans Mandatory	Optional with Hans Mandatory
Seat Belt 5 points (minimum)	compulsory	compulsory	Optional	Optional
Full Racing Driver Equipment (FIA Homologated)	X	X	X	X
HANS	X	X	no	no
Solo	X	X	X	X
Battle	X	X	no	no
Speed Max	Subject to the track homologation	Subject to the track homologation	60 km/h	60 km/h
Circuit Track	X	X	no	no
Karting Track	X	X	X	X
Car Park	X	X	X	X
Hill Climb	X	X	no	no
Driver's Licence	Mandatory / Subject to ASN's Licence	Mandatory / Subject to ASN's Licence	Mandatory / Subject to ASN's Licence	Mandatory / Subject to ASN's Licence
Drivers's Insurance	Recommended	Recommended	Recommended	Recommended

1. FREE PRACTICE

Free practice sessions can be organized. The cars taking part in this free practice must respect the provisions of the technical regulations in force according to the category of participation.

The participants in these free practice sessions must be holders of a valid licence. The same applies to drivers taking part in demonstrations.

If free practice is organized, the dates, venue and timings must be specified in the supplementary regulations.

The free practice can, at the discretion of the organizer:

- Be managed according to the same safety operational procedures as the qualifications of a competition.
- The number of cars on the course will be determined at the discretion of the clerk of the course and the layout of the track.

2. QUALIFYING ROUNDS - SOLO

Each driver will have a maximum of 3 runs, plus an optional reconnaissance run. The order of the runs will be determined by the drawing of lots or by the choice of the organiser.

Each run will be marked by the judges.

The best of the 3 runs will be retained for the classification of the qualifying rounds.

In the case of a dead heat during the qualifications, the second best mark obtained will be decisive in splitting the drivers.

The car used for the Qualifying rounds will be the one used for the battles.

3. BATTLES

The 32 best drivers or the 16 best drivers (depending on the number of drivers starting) in categories D1 and D2 combined will qualify for the finals.

The drivers will go up against one another (BATTLE) over 2 runs marked by the judges, 1 optional warm up.

If the number of participants is not sufficient to allow a top 32, or if the timetable does not enable this, the organiser may move straight to a top 16 which would bring the 16 best qualified drivers up against one another.

4. STARTING PROCEDURE

The start procedures are always given by a “starter” at his discretion, whilst he remains under the orders of the Clerk of the Course. The “starter” may be replaced by a lights system: RED prohibiting the start, the GREEN authorizing the start.

5. SCORING

Principle: Each RUN will be judged by 3 judges appointed in accordance with the supplementary regulations of the competition, and employing the following criteria: LINE, ANGLE STYLE and SPEED. A telemetry system may be used, but should be employed as a tool to inform the judges, rather than a judging/scoring system independent of the human judges.

Each RUN may be filmed in order to assist with the judgement. In all phases of the competition, the driver must show that he maintains full control of his car.

5.1. For the Qualifying rounds

The judges evaluates the participation of each driver, who will be marked out of 100 points.

Each driver has the right to make a maximum of 4 runs, including an optional reconnaissance run and a maximum of 3 runs marked by the judges.

There are two common methods used to judge solo or qualifying runs. Which method is used should be stated in the event regulations.

The first method is to assign a scoring criteria to each Judge (Judge 1 scores LINE, Judge 2 scores ANGLE and Judge 3 Scores STYLE and SPEED), with the scores of each judge added together to get a total for the run.

The second method is for each Judge to score a competitors full run across all criteria, with the final score being calculated from an average of the three Judges scores.

The best mark will be taken into account in order to establish the classification.

In the case of a dead heat, the second-best mark will be taken into account.

5.2. For the “battles”

The battles are the final phases of a drifting competition. They bring together the drivers qualified in the following order (see table):

1st against 32nd, 2nd against 31st, and so on.

This permits successive eliminations leading up to the final victory, which will determine the winner.

This is achieved over 3 runs arranged as follows for the drivers:

- 1 optional run, the so-called “warm up” the aim of which is to warm up the mechanical elements and also allow the drivers to take their marks. The drivers will be positioned in the order of the first run marked.
- 1 run as “leader”. In this position, the driver must prove to the judges that he is in a position to distance (or maintain the distance from, as the case may be) his “follower” adversary. He must do this whilst maintaining control over the slide.
- 1 run as “follower”. In this position, the driver must prove to the judges that he is in a position to reproduce the leader’s run, whilst remaining as close as possible.

The battles are judged by comparing each competitors Leading Runs against each other, as well as each of the Chasing Runs against each other. The three Judges will then vote on which competitor performed better over the full battle.

In the case of a tie, where the Judges have been unable to spate the performances of the two competitors, the judges can order the round of battles to be re-run (“One more time”). In this case, these will be no warm-up run. A maximum of 3 “One more times” may be held, with exact procedures to be determined in that events regulations.

The leader on the 1st run will be the best qualified of the 2 competitors.

Another scoring system can be implemented and must be precised into the supplementary regulation.

5.2.1 PRINCIPLE OF THE BATTLES

- For the leader driver

He “drifts” to his maximum in the same conditions as the qualifications and in accordance with the recommendations of the judges, trying not to make any errors. His speed must be identical to the qualification speed.

All tactics designed to slow the follower are prohibited.

- For the follower driver

The follower must demonstrate his ability to stick to the leader without actually overtaking him. He must follow in the “tracks” of the leader and try to do exactly as he does, or better. If the follower reduces his steering angle, in order to build up speed, and remains close to the leader or overtakes him, the follower will lose points.



Logically, the follower may not overtake the leader during a round. He may, nevertheless, do so in order to avoid a dangerous situation and/or one that might affect the smooth running of the round.

6. GENERAL RULES

The drivers must turn up at the start of each run, wearing the mandatory clothing and equipment. They must wear this for the entire duration of the competition, failing which they will not be authorized to participate.

Contacts that might lead to the modification of the leader's trajectory are prohibited. These will be sanctioned with a score of 0 points for the round.

The driver of a car immobilized on the track must do his utmost to pull over to the side. He will obey the marshals and/or officials. He will not get out of his car except in a case of force majeure and only when an official authorizes him to do so.

Once stopped, the driver may not rejoin on his own initiative.

Drivers are strictly prohibited from pushing their cars.

A car immobilised on the circuit will be removed by the organisation. Under no circumstances is the team of the driver authorised to encroach onto the circuit, on pain of the exclusion of the driver concerned.

Direct attacks, whether deliberate or not, are prohibited.

The officials may ask to view the video footage of the cameras installed by the competitors in their car, in order to help them form an opinion. The refusal to present these videos may be considered to be an aggravating factor.

Throughout the entire duration of the competition static "burns" are prohibited on pain of exclusion from the competition.

All behaviour deemed dangerous may be sanctioned by the Stewards, a sanction that may go as far as exclusion.

7. PENALITES

The following penalties will be applied:

0 points during the qualification or the battles

- Spinning (or mechanical damage), including in the acceleration zone or deceleration zone.
- Blatant understeering.
- Failure to remain on the track (none of the wheels must be outside the track).

- Use of techniques judged to be unfair or dangerous.
- Crashing into an opponent (intentionally or otherwise); light contacts without any risks are tolerated at the discretion of the judges.
- Be more than 10% slower in a battle than in qualification (if telemetry is used).

Lowering the judges' marks

- Driving error, failure to respect the judges' expectations (as expressed during the drivers' briefing).
- Deliberately skidding "slowly" in a battle.
- Missing a Clipping Zone / Running Over.

Exclusion from the meeting or from a round

- Any behaviour judged dangerous on the track or in the infrastructures (paddock, etc.).
- Inappropriate speeds off the track.
- Any practice in unauthorised places, including the paddocks.
- Anti-sporting behaviour.
- Failure to respect the signaling and the orders issued by the officials and the marshals.
- Technical non-conformity.
- Doping infringements.
- Failure to observe any important directives specified during the drivers' briefing.
- Failure to respect the duties of the driver and/or his team.

8. CLASSIFICATION

In a drift race, there are two classifications:

- Initially, the classification for qualification, which enables the running order of the finals to be established.
- A final classification for elimination, in order to determine the general classification of the competition.
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8.1 Classification of the qualifications

Each driver may make a **maximum** of 4 runs, one of which will be an **optional** reconnaissance run (warm up) and a **maximum of** 3 runs marked by the judges.

The Judges will provide a score for each run, as per the criteria previously mentioned.

The best mark of the competitor's 3 runs is then retained, in order to define the classification.



The 32 or 16 best drivers will be qualified for the finals, in accordance with the configuration of the finals chosen by the organizer (a configuration that must be specified in advance by the organization during the briefing).

8.2 Classification of the finals (Battles)

The classification of the finals of the drifting competition by elimination then begins.

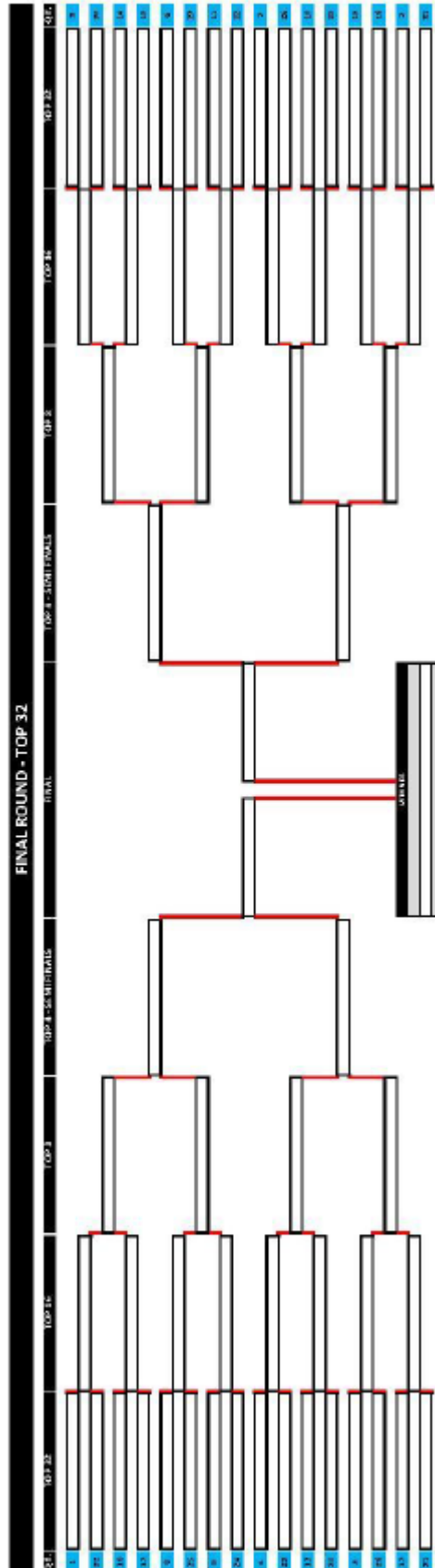
As specified in Article 4.2, the finals bring together 2 drivers who have qualified earlier. In each battle, one of the 2 drivers is eliminated. The driver still in the running will compete against another driver who has won his battle in a following phase, and so on until just one competitor remains, who will be declared the winner of the competition.

From 32 in the first final phase, it goes to 16 drivers, then to 8, then to 4... until the final victory.

In order to determine the final podium, an optional final B can be organized between the two drivers eliminated in semi final.

The initial running order of the finals takes place as follows:

Example of a final grid for a top 32 (see next page)





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DRIFTING

SAFETY RECOMMENDATIONS

Recommendations for safety improvements to be implemented in Drifting events

This section contains recommendations for driver and cockpit safety equipment for drifting events. The recommendations are applicable as safety guidelines as from 2016, unless specifically mentioned otherwise.

1.1 Driver safety equipment

This section describes the minimum required driver safety equipment. Use of higher protection level equipment is encouraged.

1.1.1 Flame-resistant clothing

ALL DIVISIONS:

For application on 01.01.2016

All drivers must wear overalls, plus gloves, long underwear, balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List No.27) or SFI 3.2/A/5. All items shall be in clean and serviceable condition. Users must ensure that garments are not too tight.

Suit	FIA standard 8856-2000 or SFI 3.2A/5
Boots	FIA standard 8856-2000 or SFI 3.3/5
Gloves	FIA standard 8856-2000 or SFI 3.3/5
Balaclava	FIA standard 8856-2000 of SFI 3.3

Underwear
(top, pants and socks) FIA standard 8856-2000

When using FIA-approved clothing, Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC must be respected.

For application on 01.01.2020

All drivers must wear overalls, plus long underwear, a balaclava, socks, gloves and shoes homologated to the FIA 8856-2000 standard (Technical List N°27). Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC must be respected.

1.1.2 Helmet

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016



The driver shall wear a helmet in accordance with one of the following standards: FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004, 8860-2010, Snell SA2010, Snell SAH2010, Snell

SA2015, SFI31.2, SFI31.1 or SFI 31.2A. When using FIA-approved helmets, Chapter III – Drivers' Equipment, Article 1 "Helmets, Appendix L to the FIA ISC must be respected.

It is compulsory to wear full face helmets in cars not fitted with a windscreen.

Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.

If a Frontal Head Restraint device is worn, it is compulsory to wear helmets following one of the following standards: FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004, 8860-2010, Snell SAH2010 or SA2015.

For application on 01.01.2020

The driver shall wear a helmet in accordance with one of the following FIA standards: 8858-2002, 8858-2010, 8859-2015, 8860-2004 or 8860-2010. Chapter III – Drivers' Equipment, Article 1 "helmets", Appendix L to the FIA ISC must be respected.

It is compulsory to wear full face helmets in cars not fitted with a windscreen.

Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.

If a Frontal Head Restraint device is worn, it is compulsory to wear a compatible helmet included in Technical Lists 33, 41 or 49 as well as one of the minimum 5-point safety harnesses following FIA standard 8853-98 included in Technical List 24 and an FIA approved Racing Seats included in Technical List 12 or Technical List 40.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

The driver shall wear a helmet following FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004, 8860-2010, Snell SAH2010 or SA2015. When using FIA-approved helmets, Chapter III – Drivers' Equipment, Article 1 "Helmets", Appendix L to the FIA ISC must be respected.

Helmets must be compatible with a Frontal Restraint System. FIA helmets must be included in Technical Lists 33, 41 or 49.

It is compulsory to wear full face helmets in cars not fitted with a windscreen.

Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.



For application on 01.01.2020

The driver shall wear a helmet in accordance with one of the following FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004 or 8860-2010. Chapter III – Drivers' Equipment, Article 1

"Helmets", Appendix L to the FIA ISC must be respected. The helmet shall be included in Technical Lists 33, 41 or 49.

It is compulsory to wear full face helmets in cars not fitted with a windscreen.

Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.

1.1.3 Frontal Head Restraint (FHR)

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

FHR is not compulsory but if an FHR is worn, it is compulsory to use helmets according to Article 1.1.2, racing seats according to Article 1.2.1 and a minimum of 5-point safety harnesses according to Article 1.2.2.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

FHR is compulsory. FHRs following Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC or SFI 38.1 are accepted.

For application on 01.01.2020

FHR is compulsory. Only FHRs following Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC are accepted.

1.2 Cockpit Safety equipment

This section describes the minimum required cockpit safety equipment. Use of higher protection level equipment is encouraged. The recommendations are applicable as safety guidelines as from 2016, unless specifically mentioned otherwise.

1.2.1 Racing seat

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016



FIA-approved racing seats following FIA Article 253.16, Appendix J to the ISC are recommended except when FIA or SFI approved harnesses and FHR are used, making the use of FIA approved racing seats compulsory.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

FIA-approved Racing seat following FIA Article 253.16, Appendix J is compulsory. Only seats with head supports will be accepted.

1.2.2 Safety harnesses

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

The use of a 3-point safety belt is compulsory. All belts shall be in good condition.

It is recommended to use safety harnesses following FIA standard 8853-98, FIA standard 8854-98, SFI 16.1 or 16.5. SFI certified seat belts must have a manufacturer's tag with a legible date, not more than 2 years old, on the label.

Minimum 5-point safety harnesses following FIA standard 8853-98 or SFI 16.1 or 16.5 are compulsory when the driver uses an FHR.

Fitting FIA or SFI approved safety belts: installation shall meet the FIA Article 253.6, Appendix J to ISC.

Use of FIA or SFI approved harnesses means it is compulsory to fit FIA approved Racing Seats according to section 4.2.1.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

Vehicles must have a minimum 5-point seat belt following FIA standard 8853-98, or SFI 16.1 or 16.5. The installation shall meet the FIA Article 253.6, Appendix J to the ISC, independently of whether the harness is FIA or SFI approved.

SFI certified seat belts must have a manufacturer's tag with a legible date, not more than 2 years old, on the label.

For application on 01.01.2020

Vehicles must have a minimum 5-point seat belt following FIA standard 8853-98. The installation shall meet the FIA Article 253.6, Appendix J to the ISC.



1.2.3 Lateral windows, window nets and arm restraints

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

It is compulsory to use either a window net or SFI 3.3 arm restraint. Window shall follow FIA Article 253.11, Appendix J to ISC or SFI 27.1. The window net installation shall meet the FIA Article 253.11, Appendix J to ISC except that the net shall be fixed to the chassis instead of safety cage.

Vehicles must run with windows closed.

Convertible cars and soft top vehicles are acceptable only if a safety cage is fitted in accordance with FIA Article 253.8, Appendix J to the ISC together with window net.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

For convertible and soft top vehicles it is compulsory to install either arm restraints according to SFI 3.3 or window nets. Window nets must follow FIA Article 253.11, Appendix J to the ISC or SFI 27.1.

For all the other type of vehicles, it is mandatory to have Clear OEM glass or Polycarbonate (minimum thickness 3.8 mm) side windows and SFI 3.3 arm restraints or window nets. Window nets must follow FIA Article 253.11, Appendix J to the ISC or SFI 27.1.

Vehicles must run with windows closed.

For application on 01.01.2017

For convertible and soft top vehicles, it is compulsory to install window nets according to FIA Article 253.11, Appendix J to the ISC and arm restraints in accordance with SFI 3.3 specifications.

For all other vehicles, it is mandatory to have Clear OEM glass or Polycarbonate (minimum thickness 3.8 mm) side windows and window nets according to FIA Article 253.11, Appendix J to the ISC or SFI 27.1.

Vehicles must run with windows closed.

1.2.4 Fire extinguisher system

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

All cars must be fitted with a hand-held fire extinguisher in accordance with FIA article 253.7.3, Appendix J to the ISC.

All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC or with SFI17.1. Each substance cylinder shall have a current inspection/filling certification tag no more than 24 months old. The tags shall be visible on inspection without removing the cylinder.

For application on 01.01.2020

All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC.

1.2.5 General Circuit Breaker

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

It is recommended to fit a general circuit breaker in accordance with FIA article 253.13, Appendix J to the ISC.

PRO AND SEMI-PRO DIVISIONS:

For application on 01.01.2016

All vehicles must be fitted with a general circuit breaker that must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine. It must be accessible from outside the car.

For application on 01.01.2018

All vehicles must be fitted with a general circuit breaker in accordance with FIA article 253.13, Appendix J to the ISC. It must be accessible from inside and outside the car.

1.2.6 Fuel tank

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

The vehicle shall have the original fuel tank or a FIA-approved safety fuel tank following FIA Article 253.14, Appendix J to the ISC or a safety fuel tank following SFI 28.1.

The vehicle shall have the original fuel tank or a FIA-approved safety fuel tank following FIA Article 253.14, Appendix J to the ISC or a safety fuel tank following SFI 28.1.

For application on 01.01.2020

The vehicle shall have a FIA-approved safety fuel tank, fire wall, fuel lines and any other tubes such as cooling pipes following FIA Article 253.14, Appendix J to the ISC.

1.2.7 Safety cage and safety cage padding

BEGINNER AND AMATEUR DIVISIONS:

For application on 01.01.2016

Safety cage following FIA Article 253.8, Appendix J to the ISC is recommended.

Convertible cars and soft top vehicles are acceptable only if a safety cage is fitted in accordance with FIA Article 253.8, Appendix J to the ISC together with window net.

PRO AND SEMI-PRO DIVISIONS:

For cars fitted with a safety cage previous to 01.01.2016

6-point safety cage and safety cage padding following FIA Article 253.8, Appendix J to the ISC, are compulsory. Safety cage padding according to SFI45.1 is also acceptable.

For cars fitted with a safety cage after 01.01.2016

Safety cage and safety cage padding following FIA Article 253.8, Appendix J to the ISC is compulsory.



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

APPENDIX

REVIEW OF THE MAIN EXISTING DRIFTIN RULEBOOKS

Current drifting rules and regulations

The following current Drifting rulebooks have been reviewed and summarized in the next section:

- **Championnat de France Drift:** supervised by FFSA (French ASN)
- **JAF Drifting Events:** supervised by JAF (Japanese ASN)
- **Formula Drift:** Promotor Formula DRIFT Holdings, LLC (USA) Two rulebooks are reviewed:
 - **International Events Version**
 - **US Version**
- **Open Slalom Drift** supervised by RFEDA (Spanish ASN)
- **King of Europe**
- **Irish Drift Championship** (Ireland)
- **British Drift Championship** (UK)
- **QMMF Drift:** supervised by QMMF(ASNQatar)
- **Allstars European Professional Drifting series:** Drift Allstars Professional Association

These rule books were chosen because they are the most structured current series. In order to implement the review of the following section, some organizers were contacted to clarify and specify the applied criteria.

Review of required equipment for Driver Safety and Cockpit Safety in current Drifting rulebooks

Driver Safety Equipment - summary of all reviewed rulebooks

RACING SUIT				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Recommended: fire resistant ≥FIA 1986	Recommended: fire resistant ≥FIA 1986	Mandatory: fireproof ≥FIA 1986	Mandatory: fireproof ≥FIA 1986
JAF-Guidelines for Drifting Event	Recommended: FIA8856-2000	Recommended: FIA8856-2000	Recommended: FIA8856-2000	Recommended: FIA8856-2000
FORMULA DRIFT International Championship rounds			Mandatory: SFI 3.2/A/5 or FIA	Mandatory: SFI 3.2/A/5 or FIA
FORMULA DRIFT US version			Mandatory: SFI 3.2/A/5 or FIA	Mandatory: SFI 3.2/A/5 or FIA
RFEDA-Open Slalom Drift	Mandatory: C.I.K. / F.I.A. 2001- 1 Level 1 / Level 2 Recommended: FIA 8856-2000	Mandatory: C.I.K. / F.I.A. 2001- 1 Level 1 / Level 2 Recommended: FIA 8856-2000	Mandatory: FIA 8856-2000	Mandatory: FIA 8856-2000
King of Europe	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)
Irish Drift Championship	Mandatory: Fireproof ≥1 layer	Mandatory: Fireproof ≥1 layer	Mandatory: Fireproof ≥1 layer	Mandatory: Fireproof ≥1 layer
British Drift Championship	Mandatory: FIA 8856-2000, FIA1986, BS6249 part 1 Index A or B, BSEN533, EN533:1995 Index 3 ISO 14116	Mandatory: FIA 8856-2000, FIA1986, BS6249 part 1 Index A or B, BSEN533, EN533:1995 Index 3 ISO 14116	Mandatory: FIA 8856-2000, FIA1986, BS6249 part 1 Index A or B, BSEN533, EN533:1995 Index 3 ISO 14116	Mandatory: FIA 8856-2000, FIA1986, BS6249 part 1 Index A or B, BSEN533, EN533:1995 Index 3 ISO 14116
QMMF Drift	Mandatory: Single layer, one- piece design	Mandatory: Single layer, one- piece design	Mandatory: Single layer, one- piece design	Mandatory: Single layer, one- piece design
Allstars			Mandatory: FIA 8856-2000 or ≥SFI 3/2A-5	Mandatory: FIA 8856-2000 or ≥SFI 3/2A-5

SHOES				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Mandatory: synthetic or rubber not allowed	Mandatory: synthetic or rubber not allowed	Mandatory: synthetic or rubber not allowed	Mandatory: synthetic or rubber not allowed
JAF-Guidelines for Drifting Event	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000
FORMULA DRIFT International Championship rounds			Mandatory: SFI 3.3/5 or FIA 8856-2000	Mandatory: SFI 3.3/5 or FIA 8856-2000
FORMULA DRIFT US version			Mandatory: SFI 3.3/5 or FIA 8856-2000	Mandatory: SFI 3.3/5 or FIA 8856-2000
RFEDA-Open Slalom Drift	Recommended: Homologated	Recommended: Homologated	Mandatory: FIA 8856-2000	Mandatory: FIA 8856-2000
King of Europe	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)
Irish Drift Championship	Mandatory: Racing shoes	Mandatory: Racing shoes	Mandatory: Racing shoes	Mandatory: Racing shoes
British Drift Championship	Mandatory: Fire protective Material according to ISO6940	Mandatory: Fire protective Material to according ISO6940	Mandatory: Fire protective Material to according ISO6940	Mandatory: Fire protective Material to according ISO6940
QMMF Drift	Mandatory: provides complete coverage	Mandatory: provides complete coverage	Mandatory: provides complete coverage	Mandatory: provides complete coverage
Allstars			Mandatory: leather or fire resistant	Mandatory: leather or fire resistant

GLOVES				
Class	Beginner	Amateur	Pro	Semi Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT			Mandatory: FIA 8856-2000	Mandatory: FIA 8856-2000
JAF-Guidelines for Drifting Event	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000
FORMULA DRIFT International Championship rounds			Mandatory: SFI 3.3/5 or FIA 8856-2000	Mandatory: SFI 3.3/5 or FIA 8856-2000
FORMULA DRIFT US version			Mandatory: SFI 3.3/5 or FIA 8856-2000	Mandatory: SFI 3.3/5 or FIA 8856-2000
RFEDA-Open Slalom Drift	Mandatory: Homologated	Mandatory: Homologated	Mandatory: FIA 8856-2000	Mandatory: FIA 8856-2000
King of Europe	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)	Mandatory: made of approved fire resistant material (Nomex, Kynol, etc.)
Irish Drift Championship	Mandatory: Racing gloves	Mandatory: Racing gloves	Mandatory: Racing gloves	Mandatory: Racing gloves
British Drift Championship	Mandatory: Fire protective	Mandatory: Fire protective	Mandatory: Fire protective	Mandatory: Fire protective
QMMF Drift				
Allstars			Mandatory: leather or fire resistant	Mandatory: leather or fire resistant

UNDERWEAR, BALACLAVA & SOCKS				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Acrylics or synthetics forbidden Recommended: fire resistant	Acrylics or synthetics forbidden Recommended: fire resistant	Acrylics or synthetics forbidden Recommended: FIA	Acrylics or synthetics forbidden Recommended: FIA
JAF-Guidelines for Drifting Event	Recommended: socks FIA 8856-2000	Recommended: socks FIA 8856-2000	Recommended: socks FIA 8856-2000	Recommended: socks FIA 8856-2000
FORMULA DRIFT International Championship rounds			Mandatory: Socks SFI 3.3/5 or FIA 8856-2000 If hair protruding, fire resistant Balaclava or helmet skirt recommended: Fire resistant underwear	Mandatory: Socks SFI 3.3/5 or FIA 8856-2000 If hair protruding, fire resistant Balaclava or helmet skirt recommended: Fire resistant underwear
FORMULA DRIFT US version			Mandatory: Socks SFI 3.3/5 or FIA 8856-2000 If hair protruding, fire resistant Balaclava or helmet skirt recommended: Fire resistant underwear	Mandatory: Socks SFI 3.3/5 or FIA 8856-2000 If hair protruding, fire resistant Balaclava or helmet skirt recommended: Fire resistant underwear
RFEDA-Open Slalom Drift	Recommended: FIA 8856-2000	Recommended: FIA 8856-2000	Mandatory: FIA 8856-2000	Mandatory: FIA 8856-2000
King of Europe	Mandatory: Fire resistant socks Rest of underwear: cotton base or fire resistance	Mandatory: Fire resistant socks Rest of underwear: cotton base or fire resistance	Mandatory: Fire resistant socks Rest of underwear: cotton base or fire resistance	Mandatory: Fire resistant socks Rest of underwear: cotton base or fire resistance
Irish Drift Championship				
British Drift Championship	Mandatory: Fire protective balaclava Recommended: rest of undergarments should be fire proof	Mandatory: Fire protective balaclava Recommended: rest of undergarments should be fire proof	Mandatory: Fire protective balaclava Recommended: rest of undergarments should be fire proof	Mandatory: Fire protective balaclava Recommended: rest of undergarments should be fire proof
QMMF Drift				
Allstars			Mandatory: socks: fire resistant Facial hair: fire resistant balaclava or helmet skirt Recommended: fire resistant underwear	Mandatory: socks: fire resistant Facial hair: fire resistant balaclava or helmet skirt Recommended: fire resistant underwear

FRONTAL HEAD RESTRAINT				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT				
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			Recommended: SFI 38.1 or FIA 8858-2002 or FIA 8858-2010	Recommended: SFI 38.1 or FIA 8858-2002 or FIA 8858-2010
FORMULA DRIFT US version			Mandatory: SFI 38.1 or FIA 8858-2002 or FIA 8858-2010	Mandatory: SFI 38.1 or FIA 8858-2002 or FIA 8858-2010
RFEDA-Open Slalom Drift				
King of Europe				
Irish Drift Championship				
British Drift Championship	Recommended	Recommended	Recommended	Recommended
QMMF Drift				
Allstars			Mandatory	Mandatory

HELMETS				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Mandatory: according to rules laid down by the delegate federation Recommended: FIA	Mandatory: according to rules laid down by the delegate federation Recommended: FIA	Mandatory: FIA	Mandatory: FIA
JAF-Guidelines for Drifting Event	Mandatory: Homologated	Mandatory: Homologated	Mandatory: Homologated	Mandatory: Homologated
FORMULA DRIFT International Championship rounds			Mandatory: full face SA2005, SA2010, SAH2010, SFI 31.2 or 31.2a, FIA8860-2004, 8860-2001	Mandatory: full face SA2005, SA2010, SAH2010, SFI 31.2 or 31.2a, FIA8860-2004, 8860-2001
FORMULA DRIFT US version			Mandatory: full face SA2005, SA2010, SAH2010, SFI 31.2 or 31.2a, FIA8860-2004, 8860-2001	Mandatory: full face SA2005, SA2010, SAH2010, SFI 31.2 or 31.2a, FIA8860-2004, 8860-2001
RFEDA-Open Slalom Drift	Mandatory: FIA homologated	Mandatory: FIA homologated	Mandatory: FIA homologated	Mandatory: FIA homologated
King of Europe	Mandatory: CE, FIA or SFI	Mandatory: CE, FIA or SFI	Mandatory: CE, FIA or SFI	Mandatory: CE, FIA or SFI
Irish Drift Championship	Mandatory: full face FIA8860-2010, SA95, SA2000, SA2005, SFI 31.2, SFI 31.1A, SFI 31.2A, FS6658 Type A/FR, BS6658-85 Type A	Mandatory: full face FIA8860-2010, SA95, SA2000, SA2005, SFI 31.2, SFI 31.1A, SFI 31.2A, FS6658 Type A/FR, BS6658-85 Type A	Mandatory: full face FIA8860-2010, SA95, SA2000, SA2005, SFI 31.2, SFI 31.1A, SFI 31.2A, FS6658 Type A/FR, BS6658-85 Type A	Mandatory: full face FIA8860-2010, SA95, SA2000, SA2005, SFI 31.2, SFI 31.1A, SFI 31.2A, FS6658 Type A/FR, BS6658-85 Type A

HELMETS (cont.)				
Class	Beginner	Amateur	Semi Pro	Pro
British Drift Championship	Mandatory FIA8860-2004, FIA8860-2010, SA2010, SA2005, SA2000, SAH2010, SFI 31.1A, SFI 31.2A, BS6658 Type A/FR Recommended: Full face	Mandatory FIA8860-2004, FIA8860-2010, SA2010, SA2005, SA2000, SAH2010, SFI 31.1A, SFI 31.2A, BS6658 Type A/FR Recommended: Full face	Mandatory FIA8860-2004, FIA8860-2010, SA2010, SA2005, SA2000, SAH2010, SFI 31.1A, SFI 31.2A, BS6658 Type A/FR Recommended: Full face	Mandatory FIA8860-2004, FIA8860-2010, SA2010, SA2005, SA2000, SAH2010, SFI 31.1A, SFI 31.2A, BS6658 Type A/FR Recommended: Full face
QMMF Drift	Mandatory: Protective Helmets	Mandatory: Protective Helmets	Mandatory: Protective Helmets	Mandatory: Protective Helmets
Allstars			Mandatory: full face SA2000, SA2005 or SFI31.2 or 31.2A or BS6658:1958	Mandatory: full face SA2000, SA2005 or SFI31.2 or 31.2A or BS6658:1958

Cockpit Safety Equipment - summary of all reviewed rulebooks

SEATS				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT			Mandatory: FIA 8855-1999 or FIA 8862-2009	Mandatory: FIA 8855-1999 or FIA 8862-2009
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			Mandatory: FIA 8855-1999 Recommended: Head Support	Mandatory: FIA 8855-1999 Recommended: Head Support
FORMULA DRIFT US version			Mandatory: FIA 8855-1999 with Head Support	Mandatory: FIA 8855-1999 with Head Support
RFEDA-Open Slalom Drift	Recommended: Racing Seat	Recommended: Racing Seat	Mandatory: FIA homologated including expired <2years	Mandatory: FIA homologated including expired <2years
King of Europe	Recommended: FIA 8855-1999 or FIA8862-2009 Mandatory in 2016: FIA 8855-1999 or FIA8862-2009	Recommended: FIA 8855-1999 or FIA8862-2009 Mandatory in 2016: FIA 8855-1999 or FIA8862-2009	Recommended: FIA 8855-1999 or FIA8862-2009 Mandatory in 2016: FIA 8855-1999 or FIA8862-2009	Recommended: FIA 8855-1999 or FIA8862-2009 Mandatory in 2016: FIA 8855-1999 or FIA8862-2009
Irish Drift Championship				
British Drift Championship	Mandatory: FIA Homologated (Can have expired)	Mandatory: FIA Homologated (Can have expired)	Mandatory: FIA Homologated (Can have expired)	Mandatory: FIA Homologated (Can have expired)
QMMF Drift				
Allstars			Mandatory: FIA Homologated (Can have expired)	Mandatory: FIA Homologated (Can have expired)

SAFETY BELTS				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Mandatory: 3-point Recommended: FIA 8854/98 or FIA 8853/98	Mandatory: 3-point Recommended: FIA 8854/98 or FIA 8853/98	Mandatory: 4-point FIA8854/98 or FIA8853/98	Mandatory: 4-point FIA8854/98 or FIA8853/98
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			*Mandatory: 4-point SFI 16.1 or 16.5 or FIA 8853/98 or FIA 8854/98	*Mandatory: 4-point SFI 16.1 or 16.5 or FIA 8853/98 or FIA 8854/98
FORMULA DRIFT US version			*Mandatory: 5-point SFI 16.1 or 16.5 or FIA 8853/98	*Mandatory: 5-point SFI 16.1 or 16.5 or FIA 8853/98
RFEDA-Open Slalom Drift	Recommended: 4-point	Recommended: 4-point	Mandatory: 4-point Homologated	Mandatory: 4-point Homologated
King of Europe	Mandatory: 4-point 2 inch, H type (in 2016: FIA)	Mandatory: 4 point 2 inch, H type (in 2016: FIA)	Mandatory: 4-point 2 inch, H type (in 2016: FIA)	Mandatory: 4 point 2 inch, H type (in 2016: FIA)
Irish Drift Championship	Mandatory: ≥4-point	Mandatory: ≥4-point	Mandatory: ≥4-point	Mandatory: ≥4-point
British Drift Championship	Mandatory: ≥4-point FIA or SFI (Can have expired) Recommended: 5 points	Mandatory: ≥4-point FIA or SFI (Can have expired) Recommended: 5 points	Mandatory: ≥4-point FIA or SFI (Can have expired) Recommended: 5 points	Mandatory: ≥4-point FIA or SFI (Can have expired) Recommended: 5 points
QMMF Drift	Mandatory: Safety harness	Mandatory: Safety harness	Mandatory: Safety harness	Mandatory: Safety harness
Allstars			Mandatory: ≥4-point FIA	Mandatory: ≥4-point FIA

***2 inch shoulder straps required when used with a Head restraint**

NETS AND RESTRAINTS								
Class	Beginner		Amateur		Semi Pro		Pro	
Type of car	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed
FFSA-CHAMPIONNAT DE FRANCE DRIFT								
JAF-Guidelines for Drifting Event								
FORMULA DRIFT International Championship rounds					Mandatory: Arm restraints	Mandatory: Clear OEM window or arm restraint or window net	Mandatory: Arm restraints	Mandatory: Clear OEM window or arm restraint or window net
FORMULA DRIFT US version					Mandatory: Arm restraints	Mandatory: Clear OEM window or arm restraint or window net	Mandatory: Arm restraints	Mandatory: Clear OEM window or arm restraint or window net
RFEDA-Open Slalom Drift	Recommended See Appendix J	Recommended See Appendix J	Recommended See Appendix J	Recommended See Appendix J	Mandatory: nets in doors and upper part of roll cage	Recommended: See Appendix J	Mandatory: nets in doors and upper part of roll cage	Recommended: See Appendix J
King of Europe	Mandatory: window net and arm restraint	Mandatory: Closed window or Window net	Mandatory: window net and arm restraint	Mandatory: Closed window or Window net	Mandatory: window net and arm restraint	Mandatory: Closed window or Window net	Mandatory: window net and arm restraint	Mandatory: Closed window or Window net
Irish Drift Championship	Mandatory: arm restraints, if not, window net +Xbars in the roof		Mandatory: arm restraints, if not, window net +Xbars in the roof		Mandatory: arm restraints, if not, window net +Xbars in the roof		Mandatory: arm restraints, if not, window net +Xbars in the roof	
British Drift Championship								
QMMF Drift								
Allstars					Mandatory: OEM or clear lexan window or window net	Mandatory: OEM or clear lexan window or window net	Mandatory: OEM or clear lexan window or window net	Mandatory: OEM or clear lexan window or window net

EXTINGUISHER				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Recommended: manual	Recommended: manual	Mandatory: manual Recommended: FIA Plumbed-in	Mandatory: manual Recommended: FIA Plumbed-in
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			Mandatory: approved extinguishers: BE,ABE, AFFF; AR-ARFF and AR-FFFR Recommended: Plumbed in	Mandatory: approved extinguishers: BE,ABE, AFFF; AR-ARFF and AR-FFFR Recommended: Plumbed in
FORMULA DRIFT US version			Mandatory: Plumbed in FIA or SFI 17.1	Mandatory: Plumbed in FIA or SFI 17.1
RFEDA-Open Slalom Drift	Mandatory: Manual	Mandatory: Manual	Mandatory: Manual	Mandatory: Manual
King of Europe	Mandatory: Manual Recommended: Plumbed-in	Mandatory: Manual Recommended: Plumbed-in	Mandatory: Plumbed-in	Mandatory: Plumbed-in
Irish Drift Championship	Mandatory: Manual 1kg	Mandatory: Manual 1kg	Mandatory: Manual 1kg	Mandatory: Manual 1kg
British Drift Championship	Mandatory: Manual 1kg + Plumbed-in 2.25l	Mandatory: Manual 1kg + Plumbed-in 2.25l	Mandatory: Manual 1kg + Plumbed-in 2.25l	Mandatory: Manual 1kg + Plumbed-in 2.25l
QMMF Drift				
Allstars			Mandatory: 2 extinguishers Recommended: Plumbed-in FIA TL16 or SFI 17.1	Mandatory: 2 extinguishers Recommended: Plumbed-in FIA TL16 or SFI 17.1

GENERAL CIRCUIT BREAKER				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT			Mandatory: External	Mandatory: External
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			Mandatory: External	Mandatory: External
FORMULA DRIFT US version			Mandatory: External	Mandatory: External
RFEDA-Open Slalom Drift	Recommended: External+Internal Mandatory: Internal	Recommended: External+Internal Mandatory: Internal	Mandatory: External+Internal	Mandatory: External+Internal
King of Europe	Recommended: External +Internal	Recommended: External +Internal	Mandatory: External +Internal	Mandatory: External +Internal
Irish Drift Championship	Mandatory: External +Internal	Mandatory: External +Internal	Mandatory: External +Internal	Mandatory: External +Internal
British Drift Championship	Mandatory: External +Internal	Mandatory: External +Internal	Mandatory: External +Internal	Mandatory: External +Internal
QMMF Drift				
Allstars			Mandatory: External	Mandatory: External

FUEL TANK				
Class	Beginner	Amateur	Semi Pro	Pro
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Mandatory: Original or ≥FT3	Mandatory: Original or ≥FT3	Mandatory: Original or ≥FT3	Mandatory: Original or ≥FT3
JAF-Guidelines for Drifting Event				
FORMULA DRIFT International Championship rounds			Mandatory: Original or Safety Fuel Cell Recommended: SFI 28.1	Mandatory: Original or Safety Fuel Cell Recommended: SFI 28.1
FORMULA DRIFT US version			Mandatory: Original or Safety Fuel Cell Recommended: SFI 28.1	Mandatory: Original or Safety Fuel Cell Recommended: SFI 28.1
RFEDA-Open Slalom Drift	Mandatory: Original	Mandatory: Original	Mandatory: Original or ≥FT3	Mandatory: Original or ≥FT3
King of Europe			Recommended: competition use approved fuel cells	Recommended: competition use approved fuel cells
Irish Drift Championship				
British Drift Championship				
QMMF Drift				
Allstars			Recommended: fuel cells	Recommended: fuel cells

SAFETY CAGE								
Class	Beginner		Amateur		Semi Pro		Pro	
	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed
FFSA-CHAMPIONNAT DE FRANCE DRIFT	Mandatory: 6 or 4-point		Mandatory: 6 or 4-point		Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point
JAF-Guidelines for Drifting Event	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)	Mandatory: chase car (6p)
FORMULA DRIFT International Championship rounds					Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point
FORMULA DRIFT US version					Mandatory: 8-point	Mandatory: 8-point	Mandatory: 8-point	Mandatory: 8-point
RFEDA-Open Slalom Drift	Mandatory: roll bar		Mandatory: roll bar		Mandatory: roll bar	Mandatory: roll bar	Mandatory: roll bar	Mandatory: roll bar
King of Europe	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook	Mandatory: According to FIA rulebook
Irish Drift Championship	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point
British Drift Championship	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point	Mandatory: 6-point
QMMF Drift								
Allstars					Mandatory: 6- point + basically following appendix J, when built after 01.01.15: homologated by ASN	Mandatory: 6- point + basically following appendix J, when built build after 01.01.15: homologated by ASN	Mandatory: 6- point + basically following appendix J, when built build after 01.01.15: homologated by ASN	Mandatory: 6- point + basically following appendix J, when built build after 01.01.15: homologated by ASN



SAFETY CAGE PADDING								
Class	Beginner		Amateur		Semi Pro		Pro	
	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed	Convertible/ soft top	Closed
FFSA-CHAMPIONNAT DE FRANCE DRIFT								
JAF-Guidelines for Drifting Event								
FORMULA DRIFT International Championship rounds					Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001
FORMULA DRIFT US version					Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001	Mandatory: SFI 45.1 or FIA8857-2001
RFEDA-Open Slalom Drift								
King of Europe								
Irish Drift Championship								
British Drift Championship	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance	Mandatory: Fire resistance
QMMF Drift								
Allstars					Mandatory: FIA8857-2001	Mandatory: FIA8857-2001	Mandatory: FIA8857-2001	Mandatory: FIA8857-2001



COMMENTS: