GENERAL PARTICIPANT & VEHICLE REQUIREMENTS

Below are the general requirements for all drivers, passengers and vehicles participating in D1WA events. These have been based on both local and international standards, for further details please contact the D1WA team.

Before each events vehicle and driver/Passenger apparel are required to be inspected by D1WA Scrutineers so that basic safety requirements are met. Please note that even though your car is inspected it is your responsibility to ensure that your car is safe. When you present your car for scrutineering we will be looking for the compliance with the following things. Even if your car complies with these, the scrutineer will still be asking “is this vehicle safe?” and may ask you to fix something or not allow you to drift.

NOTE: Section 2.7 has been updated 15/03/2017

1 DRIVERS/ PASSENGERS APPAREL

1.1 GENERAL

Each driver/passenger or competing crewmember shall continue to comply with the requirement below until they exit their automobile and are clear of the competition/track area. Apparel shall be worn as the manufacturer intended.

1.2 CLOTHING

1.2.1 Clothing providing full coverage from ankles to neck and to wrists is required. Non-flammable clothing is the minimum requirement for practice and open days at D1WA events. Clothing of flammable synthetic material, such as nylon, is not acceptable. (i.e. jeans and a D1WA long sleeve shirt is perfect for open/practice or private days).

1.2.2 For all D1WA competitions, all drivers must wear a single layer race suit/overalls. This can either be to SFI 3.2A/1 or higher, FIA1986 or FIA 8856-2000 standards.

1.2.3 Passenger rides will not be held during competitions, as soon as the competition session is over Passenger rides will be allowed. All Passengers will be required to have clothing providing full coverage from ankles to neck and to wrists.

1.2.4 Shoes must be fully closed and to be a leather upper, these can include elasticised ankle regions (e.g., elastic-sided work boots, suede skate/sports shoes etc. are acceptable). Race boots are not mandatory through are recommended.
1.2.5 Gloves, balaclavas and flame retardant underwear is not mandatory for drift though are recommended.

1.2.6 Badges & Embroidery, the attachment of badges and use of embroidery on competitor’s overalls can have a detrimental effect on the protection afforded by the garment. Where this is done please refer to standard for that covers the apparel and or manufacturer’s requirements.

1.3 HELMETS

Helmets must meet or exceed the below standards;

<table>
<thead>
<tr>
<th>Standard</th>
<th>Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS1698</td>
<td>Australian</td>
</tr>
<tr>
<td>SFI 24.1 (youth helmet standard)</td>
<td>USA</td>
</tr>
<tr>
<td>Snell SA2000</td>
<td>USA</td>
</tr>
<tr>
<td>(to be reclassified to Level B</td>
<td></td>
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<tr>
<td>after 31/12/2014)</td>
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<tr>
<td>E22 (with 03, 04 or 05 amendments)</td>
<td>European</td>
</tr>
<tr>
<td>BS 6658-85 Type A, A/FR</td>
<td>British</td>
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1.3.1 In addition to the helmets approved for use above, each helmet may be either a full face with visor or open face. An open-faced helmet is defined as a helmet that, as a minimum, covers the hairline of the average person and includes covering the ears.

1.3.2 Specifically excluded are helmets that do not cover, when viewed in side elevation, the area from the top of the ear to the bottom of the jaw, commonly referred to as a ‘skull cap’ style.

1.3.3 A helmet shall not be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer/standard which certified the helmet concerned. Any item added or attached to a helmet by any means shall be considered as a modification. Any modifications or additions undertaken may invalidate the helmet certification.

1.3.4 APPROVED MODIFICATIONS MAY INCLUDE:

- Painting or wrapping (vinyl sticker or similar) in compliance with the manufacturer’s instructions which may require proof that it has been carried out accordingly.
- Adding or attaching of ducting for cooling purposes using components supplied by the manufacturer or in compliance with the manufacturer’s instructions.
- Adding or attaching communication equipment using components supplied by the manufacturer or in compliance with the manufacturer’s instructions.
1.3.5 FRONTAL HEAD RESTRAINTS:

Whilst not mandatory as with other motorsports many prefer to use frontal head restraints, note the drilling of holes in helmets for the fitment of FHR tether posts shall be undertaken only by the manufacturer of the helmet or an approved manufacturer’s agent. Tether posts may be fitted to helmets that are pre-drilled in accordance with the FHR manufacturer’s instructions.

1.3.6 Competitors are cautioned against using a helmet which has been damaged or involved in accident. Helmets shall be deemed by the Event Officials to be in a suitable condition for motor sport use.

1.3.7 GOGGLES & VISORS

1.3.7.1 Goggles or visors must be worn by all drivers and passengers in D1WA events, except if using a full-face helmet with closed visor and/or if all vehicle windows are closed. Due to the vehicle angle and tyre/track debris experienced in drifting this will ensure the safety of the driver/passenger.

1.3.7.2 Those with non-impact glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1981, BS4110Z or equivalent international standard.

1.3.7.3 Goggles must be configured to minimise the entry of dust into the eye from any angle, and be positively retained by an elastic strap behind the head or helmet (e.g. motocross style goggles). Conventional-style glasses are not acceptable.

1.3.8 HEARING PROTECTION

It is recommended, but not required, that hearing protection devices (e.g., ear plugs) be worn always when exposed to high levels of noise.

2 BASIC VEHICLE REQUIREMENTS

2.1 LIGHTS

2.1.1 Any glass HEAD lights are to be covered (clear plastic, tape or vinyl wrap etc.). For night events a minimum of one head light must be functional on low beam.

2.1.2 Any glass TAIL lights are to be covered (clear plastic, tape or vinyl wrap etc.). A minimum of one working brake light is required and for night events a minimum of one working tail light is required.

2.2 BONNET RETENTION

The bonnet must have at least two fastening devises which hold the bonnet closed. I.e. in a factory vehicle you have the latch and safety. Where there is no safety catch bonnet pins or similar must be used and are highly recommended for all vehicles.

2.3 ENGINE BAY

All components are to be free of leaks (Engine, gearbox, coolers, power steering, brakes, clutch etc.).
Throttle must have dual return spring/mechanism (note; shaft mounted spring and Fly by Wire set ups are acceptable).
No loose components (air flow meters/ filters, piping, hoses etc.). All hoses used in the engine bay must be used for the correct application (not using coolant hose for oil breathers).

### 2.4 CATCH CAN

2.4.1 Where an externally vented catch can (crank case breather) is fitted it must be a minimum of 2 litres capacity for engines up to 2000cc or 3 litres for over 2000cc.

2.4.2 Catch can be to be made of either stainless steel or aluminium.

2.4.3 The catch can is to be completely sealed (no holes drilled), except for intake hoses from engine, oil drain return hose to engine, outlet hose to air intake duct (if fitted) and the air filter (required if vented to atmosphere). If an air filter is fitted it must be fitted near the highest point of the catch can.

### 2.5 EXHAUST SECURE & POSITION

2.5.1 Exhaust to be secure and not hitting or close to moving components.

2.5.2 If the exhaust is rear mounted/directed, it’s outlets must be between 100mm and 450mm above the ground and must extend to the rear body work of the car but not protrude more than 120mm past the body work.

2.5.3 For side mounted/directed exhaust the outlet must be located after the midpoint of the wheel base and must extend to the outer body work but not extend more than 50mm past the body work.

2.5.4 The noise limits must not exceed 95DB when measured 30m from the track edge.

2.5.5 Turbocharger wastegates may protrude out the bonnet no more than 30mm and out the side guard by no more than 50mm.

### 2.6 BATTERY

2.6.1 The battery shall be securely fastened (no bungy cords) and its location identified by a Blue 150x150mm triangle sticker on the bodywork. A 150x150mm Blue triangle with a red spark/lightning bolt is to be used to identify battery isolation (not mandatory). Where the vehicle is blue, a white outline is to be used.

2.6.2 Where a battery is relocated to the cabin and is a liquid type battery it must be secured within a box and vented to the external of a vehicle, gel or dry cell type batteries do not need a cover but is recommended. All batteries must be mechanically secured and where batteries are not covered the positive terminal must be protected by a non-conductive material. If you can grab your battery and move it around it is not mounted securely and you need to fix it.

### 2.7 WHEELS/ TYRES

2.7.1 Wheels and tyres are to be in good condition with no sharp or dangerous pieces protruding from the vehicle. Tyres are to be above the manufactures wear indicators.

2.7.2 One spacer per wheel is to be used per design including fitting all nuts to spacer. All wheel nuts are to be in place and studs in serviceable condition. We recommend against the use of cheap aftermarket alloy wheel nuts.

2.7.3 NON-COMPETITION TYRES

There is no restriction on any tyres used at any non-competition event

2.7.4 COMPETITION TYRES

2.7.4.1 Pro Sports Category:
All FRONTALITIES need to comply with any rules and can be of any tread wear rating, compound and size.
All REAR tyres used in Pro Sports category may be of any tread wear rating and compound but MUST NOT exceed a maximum width of 265 as stated on the tyre sidewall.

2.7.4.2 Pro Category:
All FRONT tyres DO NOT need to comply with this rule and can be of any tread wear rating, compound or size. All REAR tyres used in Pro category must be found on the D1WA 2017 Approved Tyres List. If you want to use a tyre not found on the D1WA 2017 Approved Tyres list, you must send a request to D1WA – drift1wa@gmail.com. For a tyre to be approved D1WA will consider whether it is DOT and ADR approved, how commercially available and its treadwear rating. It is at D1WA’s discretion whether a tyre is approved for competition use. All REAR tyres used in Pro category must not exceed a maximum width of 235 as stated on the tyre sidewall.

2.8 SUSPENSION AND STEERING
All suspension and steering components are to be secure and in good condition, no leaks, loose components or excessive free play.

2.9 FRONT AND REAR TOW POINTS
2.9.1 A tow point is to be fitted forward of the front axle and rearwards of the rear axle. These are to have a 40mm ID and be capable of towing the vehicle on a sealed surface with the wheels locked. Solid tow points must not exceed 120mm past the bodywork.

2.9.2 Tow points are to be clearly marked by a 75x75mm red triangle. All tow points must be easily accessible with bumpers still firmly attached.

2.10 BODY WORK
Vehicles are to have a neat, tidy presentation and finished in a tradesman like fashion. All panels’ bumpers and bodywork shall be in place with no sharp or dangerous edges protruding from the vehicle. Any damage occurred during an event shall be inspected and deemed safe prior to the vehicle being allowed back on to the track/competition area. This will be especially true of Pro sports category where cars are expected to be of a professional quality.

2.11 FIRE EXTINGUISHERS
2.11.1 Each Vehicle must be equipped with a minimum of one 900g fire extinguisher that meets AS1841 (Not AS1841.2).
2.11.2 Extinguishers shall be in date and tagged in accordance with AS1841.
2.11.3 Installing a larger or 900g extinguisher per occupant is recommended where passengers are being taken (the extinguisher it there for your safe exit of the vehicle).

(FROM 01/01/2018 MANDATORY 1 EXTINGUISHER PER OCCUPANT)

2.11.4 Extinguishers must be solidly mounted to the body of the vehicle with a minimum of two M5 bolts.

2.11.5 The extinguisher must be mounted in a position where the occupant can remove their extinguisher while seated with belts/harness fitted without the aids of tools or devices.

2.11.6 The extinguisher mounting bracket is to be of metal construction with a quick release latch.

2.11.7 The fitment of an “on-board” extinguishing system homologated by the FIA shall be an acceptable alternative to the fitment of a separate extinguisher.
2.12 FRONT AND REAR BULK HEADS (FIRE WALLS)

The Drivers compartment shall be fitted with protection between engine, wheels and fuel systems (surge tanks, fuel cells, nos/ gas bottles etc.) via a bulk head/ “fire wall” to prevent entry of foreign matter into the driving compartment (stop the passage of flame, liquids etc.). All redundant holes are to be blocked (alloy tape is an easy option).

2.13 SEATS AND SEAT MOUNTS

2.13.1 Where seats are not mounted to factory chassis mounting points, seat rails/brackets must be mounted to the vehicle floor pan via bolts of M8 grade 8.8 or higher reinforced by a plate not less than 75mmx50mmx3mm.

2.13.2 Where the vehicle has a D1WA approved cage, a fixed back bucket seat must be fitted for both occupants. The seat must meet ADR, FIA 8855-1999, 8862-2009 or higher, SFI standard 39.1/39.2, or the equivalent standard.

2.14 SEAT BELTS/HARNESSES

2.14.1 All Belts and harness must be in good condition, free of rips tears or fraying with all tags in place.

2.14.2 The minimum requirement for seat belts are a single shoulder Lap Sash belt as found in conventional cars these must confirm to AS2596 standard.

2.14.3 Harnesses are permitted. All harnesses must meet either FIA standards 8854/98, 8854/91, 8856/85 or SFI 16.1 or AS 2596. FIA harnesses may be used up to 5 years past there use by date. SFI harnesses may only be used for 2 years past there manufacture date and must be recertified by the original manufacturer after this date.

2.14.4 Where the vehicle has a D1WA approved cage, a 5/6 point harness must be fitted for both occupants.

2.14.5 All seat belts and safety harness shall be securely mounted at all points in accordance with the manufacturer’s instructions.

2.14.6 Mounting points for a safety harness

• on a series production automobile, any unmodified seat belt mounting point may be used

• where a safety harness is affixed to an un-reinforced section of the body shell, each attachment point shall be reinforced using a plate not less than 75mm x 50mm x 3mm thick

• Shoulder straps may be fixed to a safety cage auxiliary bar or to a harness bar by means of a loop (as per diagram A2), and/or be fixed or leaning on a transverse reinforcement welded between the backstays of the safety cage.

• Under no circumstances shall a safety harness mounting bolt be used to affix a safety cage to the body shell.

• When using a Frontal Head Restraint consideration must be given to the belt requirements of the Frontal Head Restraint, noting many require 2” shoulder straps.

• All Nuts used to hold a mounting point must either be welded to the reinforcement plate or use a spring washer and/or locknut.

• All eyelets or bolts used to affix a safety harness must be a minimum of M10 grade 8.8 or 7/16 UNF high tensile.
2.14.7 The shoulder straps shall be directed to the rear and installed in such a way that they do not make an angle greater than 45° to the horizontal from the occupant’s shoulder. It is highly recommended that this angle should not exceed 10°, as per diagram A1. The shoulder straps may be installed crosswise symmetrically about the centre-line of the front seat.

2.14.8 The crutch strap angle must not exceed 20° from vertical. If the crutch strap cannot be mounted, as per harness mounting rules, it may be wrapped around two 100mm x 50mm x 3mm plate and affixed to the floor using a minimum of M8 grade 8.8 bolts. As per Diagram A3

2.14.9 If the harness is fixed to the safety cage or harness bar by means of a loop, it must be fitted as per diagram A2. The minimum length of harness material exiting the buckle must be 100mm.

2.14.10 HARNESS BAR

- The harness bar mounting plates must be a minimum 75mm x 50mm x 3mm plate either welded or bolted to an integral part of the car body. If bolted must use a minimum of two M8 grade 8.8 bolts with a reinforcement plate of same size or larger than the mounting plate. Either a lock nut or spring washer with standard nut must be used.

- If the harness bar is an auxiliary member it must be attached to the roll cage structure as any other member of the roll cage. Refer – 2017 D1WA Roll Cage Requirements.

- The harness bar must be either CDS or CDW unalloyed carbon steel. Dimensions must be 38 x 2.5mm or 40 x 2.0mm (1.5” x 0.095” or 1.6” x 0.083”).

2.14.11 A safety harness damaged in any way, including in a collision, shall be subject to inspection by a scrutineer. If appropriate, the vehicle log book will be noted with a requirement that the belt/harness be replaced and the owner/driver advised.

2.14.12 With the wide range of fake Harnesses on the market the scrutineer may ask for the proof of purchase or certification to accompany the harness. The FIA has circulated many documents throughout the scrutineering group on the best ways to identify a fake. As with helmets if in doubt don’t cheap out.
2.15 **STEERING WHEEL / COLUMN**

The steering wheel and steering column are to be securely mounted and not have any excessive free play. The steering wheel shall not incorporate any wood.
2.16 PEDALS

Pedals are to have a non-slip surface and to be securely mounted and not have any excessive free play. I.e. if the brake pedal goes to the floor you will need to fix it.

2.17 HOT LIQUID VESSEL

2.17.1 The driver’s compartment shall not have any container which can hold more than 500mL of hot liquid (other than a series heater core i.e. factory fitted heater unit). This means, large accumulators, dry sump tanks, surge tanks and radiators are not to be mounted in the drivers’/ passenger’s compartment in case of a leak or spray. Most people tend to shield such items with a sheet metal box/ enclosure or a secondary fire wall.

2.17.2 Any lines inside the cockpit carrying more than 500ml of hot liquid must also be enclosed. All lines coming through the cabin must have bulkhead fittings at the front and rear firewall. It is recommended that anti spray tape is fitted to all bulkhead fittings.

2.18 ROLL CAGE

Roll cages are not required to enter a D1WA event, however a D1WA approved cage is highly recommended. D1WA approved Roll cages are to be constructed in accordance with the D1WA Roll Cage guidelines, please refer to this document and consult the D1WA team with any questions. Non-Approved cages must be fitted as per manufacturer’s guidelines.

2.19 CAMERA MOUNTS:

Cameras mounted to the internal or external of the vehicle must have a tether (tie wire, cable tie etc.) to ensure they do not impede the driver or other vehicle should they come loose. Per FIA requirements Cameras are not to be mounted on Helmets.

2.20 FIREWALLS AND TRANS TUNNELS

The firewall and trans tunnel area surrounding it can be modified to allow the fitment of larger gearboxes and/or to allow faster removal/installation. All trans tunnel and firewall modifications must be presented for approval to the D1WA scrutineering team.

2.21 FRONT WINDSCREENS AND WINDOWS

2.21.1 Front windscreens are not allowed to be cracked.

2.21.2 All windows except the front window may be replaced with either lexan or polycarbonate.

If you have any queries on the above requirement’s, please contact the D1WA team - Drift1wa@gmail.com