



Estonian Drift technical regulations season 2021



ESTONIAN DRIFT CUP STREET CLASS TEHNICAL REGULATIONS 2021

All changes and modifications what are not allowed here, are forbidden. Any Questions about such modifications have to be inquired from EDL Technical commission by email: tehniline@driftime.ee

DEFINITION

If vehicles constructions is considered to be dangerous, and it is reported by the scrutinizer, Competition Organizer, Commissioner or main Judge - vehicle may not be allowed to compete.

All changes and modifications what are not allowed here, are forbidden.

p. 1

If devices and constructions which are not strictly regulated are used and their use and installation are free, that must be done according to the general requirements of the general rules for the installation of technical specifications or sports specifications.

p. 2 – HOMOLOGATION

Eligible models must be considered a “production vehicle” At least 2500 identical examples of these cars must have been manufactured in 12 consecutive months

p. 3 - AMOUNT OF SEATS

Vehicle has to be equipped with front driver and passenger seat.



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p. 4 - ALLOWED OR MUST-HAVE CHANGES AND ADDITIONS

Allowed change must not contain forbidden change.

The amount of allowed changes and additions is set below.

p. 5 - FUEL - Only normal commercial fuel sold for automobile use in Estonia is allowed - petrol, diesel. The use of bioethanol (E85) fuel is prohibited.

p. 6 - SAFETY PREFACE

6.1 Driver seat

Sports (bucket) seats are prohibited. Original, industrially manufactured seats may be replaced with another manufacturer (Recaro, Sparco....) type seats, with moving backrest, which are properly secured. About conformity of construction decides technical commission of the competition.

6.2 Safety belts

Seat belt system has to stay original. The original seat belts can't be replaced with sports seat belts.

6.3 Driver equipment

During the run, competitor must use Motorsport safety helmet with fireproof lining and helmet chinstraps must be buckled, or fastened while on course. Helmets must have homologation, homologation may be expired. **Any kind of helmet modifying is prohibited.**

Helmet painting must be done by certified painter. Modification must be done by following helmet manufacturer descriptions and must have issued certificate by the painter. The matching or non-matching (damages) of each product is decided by SCRUTINEER of the race.

Helmets with FIA homologation are strongly recommended - FIA technical list N.25 N.33 N.49

Use of balaclava is highly recommended. Clothing has to be full-body covering. We recommend to use racing, karting or mechanic overalls. Synthetic, nylon or other easy melting material is forbidden. Also closed-type shoes, socks and FIA approved fireproof gloves must be used.

6.4 Fire extinguishers / fire extinguishing systems

At least one 2 kg manual fire extinguishers are mandatory .Fire extinguisher must be properly secured. Fire extinguisher must be easily accessible to the driver.

p. 7 - ENGINE

Engine may be changed.



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7.1. Exhaust system

Exhaust system- exhaust system after engine cylinder head is not regulated, it only requires sound level- 85 dB (A) at 4500rpm (+5db(A)) permissible error, which is checked due to FIA sound measuring methods and it's not exceeded.

Exhaust pipe has to end within body dimensions; exhaust rear end has to be placed not deeper than 100mm from vehicles rear bumper.

7.2 Engine crankcase ventilation

Engine crankcase ventilation should be maintained in its original performance. If the engine air intake system is changed from the original, engine crankcase ventilation must be entered into securely secured container with a breather filter element for discharging pressure into the atmosphere.

7.3. Engine mounts

Engine mounts can be changed.

7.4. Cooling system

Cooling liquid- water (h₂o), glycol-free additives are allowed. Motul, Mo Cool, Redline Water Wetter etc.

7.5 Starter – all vehicles must be equipped with an engine starter which must be in working order at all times

p. 8 – TRANSMISSION

8.1 Gear box

The flexible elements of the mountings must not be replaced by others. The mounting points of the gear box must stay original, gearbox ventilation must be entered into securely secured container (not in driver's compartment) with a breather filter element for discharging pressure into the atmosphere.

8.2 Clutch – clutch disc and its mechanism isn't regulated.

8.3 Differentials

Differentials are not regulated and the flexible elements of mountings may be replaced by others, regardless of the material, without reducing their amount, differential ventilation must be entered into securely secured container (not in drivers compartment) with a breather filter element for discharging pressure into the atmosphere.

8.4 Drive shafts and output shafts.



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The AXLES between differential and wheels, and drive shaft between gearbox and differential is not regulated.

p. 9 –SUSPENSION

9.1 Front and rear suspension. Material for moving connections may be different from the original (for example – harder flexible bushing materials, power flex and similar, that's is allowed. Any changes on suspension or suspension strengthening are forbidden.

Steering mechanisms, steering links, steering wheel connectors and their connecting parts has to stay original. Any modifications are forbidden.

9.2 Front and rear suspension sub frame

It is not allowed to modify original suspension sub frame or sub frame parts.

Only modification allowed, is control arm mounting points on sub frame in order to get better camber/toe adjustment. It`s allowed to use rear lower adjustable link kit.

9.3 Stabilizers

Stabilizers are not regulated.

9.4 Shock absorbers

Is not regulated, with condition, that - amount, type (telescopic Etc.), action principle (hydraulic, mixed etc.) is not changed. Mounting points must not be changed, it is allowed to make OEM mounting points stronger.

p. 10 - WHEELS AND TYRES

10.1 Complete wheels (wheel + tire)

Wheel bolts can be replaced with wheel studs and nuts with requirements, that mounting points, quantity, and thread diameters stays the same.

Complete wheels (wheel + tire) upper side, when car sits on the ground must be covered with body panel.

10.2 It's prohibited to take spare tire in vehicle during the race.

10.3. Rear wheel max width – 205mm, according to manufacture label.

10.3 It's allowed to use only industrially manufactured tires witch matches with the requirements of Street Safety Rules – apply able category symbol (M+S, M&S, M.S., and E).



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p. 11 - CLEARANCE

When the air is out from all tires on one side, none of the vehicle parts may touch the ground, except tires and discs.

To check it, all tire valves from one side of the vehicle are being removed.

This test must be done on flat surface. Tires must be filled after check with air by organizer.

p. 12 – BRAKES

Brake system – Original, except p. 12.1

12.1 It is allowed to use hydraulic hand brake.

12.2 Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass through system.

13 Handbrake reservoir must be closed one.

p. 13 – BODY

13.1 Exterior

Aerodynamic devices (spoilers) are allowed, they have to be securely fastened on the vehicle.

Sound isolation plastics in the wheel arch, may be removed.

Front fenders, bonnet and trunk lid is allowed to be replaced with plastic or other composite or fiber material, but must maintain OEM look.

Doors, roof and rear body panels must not be replaced with plastic or other composite or fiber materials.

Removing of moldings is allowed.

Bumpers must be attached during all race. Placing of body bottom shields is not regulated.

Vehicles must have at least one a functioning windshield wiper on pilot side

Vehicle has to be equipped with salon rear view mirror. Body outside mirrors are not regulated. Their form is not regulated.

It is forbidden to reconstruct side skirts and floor panels, rear panels and also roof pillars.

13.2 Windows and window restraints



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Window and window restraints is a must. Side and back window front and rear lights and side view mirrors have to be covered with transparent, non-colored safety film to avoid glass splitting in case of crash. Film thickness must not be over 100 microns. Windshield has to be multilayer (triplex style)

Tinting of front side window and windshield is not allowed, except for industrial tinting, where light transmittance is not less than 75% -5% for the windshield and 70%-5% for rear side windows, with permissible error of 5%.

Only rear window tinting is allowed.

During the run, side windows can be opened only 5cm.

During the run sunroof must be closed completely.

13.3 Cabin

Removing of back seat(s) is allowed.

Removing of all isolating materials, sound isolation, interior panels and carpet is allowed.

Front door decoration panels must not be removed, they have to stay original.

Electrical window mechanism is not regulated.

Versions with left-hand drive and right-hand drive are allowed, with condition, that the original car and the modified car are mechanically equivalent, the parts and functions remain as intended by the manufacturer.

All cabin controllers must be supplied by the manufacturer.

Steering wheel is not regulated, but it has to be round, closed-type.

13.4 Control panel

Control panel (middle console) is a mandatory.

Gauges Aftermarket gauges must be well secured on their place, aftermarket mechanical gauges are forbidden.

p. 14 – Electrical Equipment

14.1 Wires - All wire harness, that are located close to exhaust or turbocharger has to be secured with heat resistant, fireproof material or firewall should be used. Other wire harness is not regulated, unless they match original and are well secured.

14.2 Battery

Battery type, manufacturer and capacity is not regulated. It must be possible to start the engine at any time using battery inside the car. Each battery should be securely mounted and covered, to avoid short



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circuit or leakage. Battery must be of the dry type if it is not in the engine compartment or on original location. If installed in the cockpit, battery must be situated behind the base of the driver's or codriver's seat. If Battery fixing is not on original location, it must be installed accordingly to – FIA App J 255 - 5.8.3

14.3. Generator - Is not regulated.

14.4 Lighting - Lightning devices must stay, they have to function during whole race, except fog lights, number plate lights and turn signals.

14.5 Fuse - Electrical circuits might be modified with extra fuses. Fuse box might be removed or moved to different location.

p. 15 - FUEL SYSTEM

15.1 FUEL CELL Electrical fuel pumps must stop if engine shut off.

Original fuel cell can't be replaced by sports type fuel cell.

p. 16 - TOW STRAP

The front and rear side of the car must be equipped with towing straps. They have to be clearly visible or indicated with symbol (arrow) in yellow, red or orange colors. Towing straps must be attached into vehicle dimensions.

Tow design is free, the inner minimum diameter is 50mm and it can stand at least 5000N tensile load.

p. 17 - REAR AXEL

Cars that are industrially manufactured with AWD are allowed to rebuild to RWD, taking into account conditions in p.9.1 -9.2 and 13.1. Each case is decided by scrutinizer of the race.

p. 18 - Exterior

Car must be free of any visible visual, and constructional damages (rust, hardly deformed body parts, hardly cracked glass in direct field of vision etc.) that may in any way affect the safety of the race or cause negative impression about the race.

Each car must be equipped with starting number and signs (advertisements) regulated with race Regulation, provided by organizer of the competition.



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It is not allowed to stick up door, hood, and side panel etc. contact points.

p. 19 – CONCLUSION

Improvements or corrections for uncertain situation in technical regulations may be added only by Technical Board of EASU. They are confirmed in writing by Technical Board of EASU consulting with drift working group, at least 6 (six) months before they entry into force. Changing rules for safety reasons can be taken immediate effect and be decided by Clerk of the Course with Chief scrutineer.

Driver is responsible for his vehicle to match with these requirements.

In case of uncertain questions, it is recommended to consult with EDL Drift Commission technical Scrutineer.

About issues that are not mentioned in technical regulations on the race day, decides technical judge and commissioner of the competition, taking safety as primary. Decisions about changes for security reasons during the season are taken by EASU Technical Board.