CMD Safety Regulations
2026 Version 2.0

CMD!
CATCH MY DRIFT?
2026 SEASON
$40,000 CASH
EVENT SCHEDULE
STREET COMP. ROUND 1
MAY 23-24th - JULIAN, NC
PIEDMONT DRIFT
ROUND 1
JUNE 6-7th - CAPRON, VA
SOUTHAMPTON MOTOR SPEEDWAY
ROUND 2
JULY 25-26th - HICKORY, NC
HICKORY MOTOR SPEEDWAY
ROUND 3
SEPTEMBER 5-6th - GRESHAM, SC
OG MOTORSPORTS PARK
STREET COMP. ROUND 2
ROUND 4
OCTOBER 3-4th - WOODFORD, VA
DOMINION RACEWAY
STREET COMP. ROUND 3
NOVEMBER 21-22nd - CAPRON, VA
SOUTHAMPTON MOTOR SPEEDWAY
FuelTech
SILVER'S
SUSPENSION / NORTH AMERICA
STAGE
WHEELS
enjuku racing
KBD
MADMISAIRU
AUTO DESIGN

Contents

1. Driver's Safety Equipments
   - 1.1 Helmet
   - 1.2 Driving Suit
   - 1.3 Eye Glasses
   - 1.4 Seats
   - 1.5 Seat Belts
   - 1.6 Arm Restraints
   - 1.7 Head and Neck Restraints
   - 1.8 Fire Suppression System

2. Electrical System
   - 2.1 Battery
   - 2.2 Master Cutoff

3. Roll Cage
4. Chassis and Drivetrain
   - 4.1 Bumpers
   - 4.2 Brake System
   - 4.3 Wheels
   - 4.4 Cooling System
   - 4.5 Oil System
   - 4.6 Fuel System
   - 4.7 Nitrous Oxide
   - 4.8 Exhaust
   - 4.9 Starter
   - 4.10 Transmission
   - 4.11 Driveshaft
   - 4.12 Doors
   - 4.13 Windshield
   - 4.14 Windows and Window Restraints
   - 4.15 Mirrors
   - 4.16 Hood Pins
   - 4.17 Towing Apparatus
   - 4.18 Lights
   - 4.19 Steering Wheel

5. Competition Vehicles
   - 5.1 Vehicle Eligibility
   - 5.2 Vehicle Eligibility Inspections
   - 5.3 Participant Obligations
   - 5.4 Maintenance of Vehicle Eligibility
   - 5.5 Vehicle Modifications
   - 5.6 Vehicle Damage

Introduction

We are pleased to provide you with the 2026 edition of the Safety Regulations for Catch My Drift (CMD).

This edition is a modified version of the 2026 edition of the Safety Regulations for FORMULA DRIFT PRO/AM. These regulations establish a baseline for safety requirements for the Catch My Drift Series. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully.

Catch My Drift wishes you a safe and successful competition season.

General Inquiries:
Joe Gorcesky
cmdriftjoe@gmail.com
For Event Day or Emergencies:
843-424-7046

Technical Inquiries
Keith Johnson
Keith@carolinaspeedindustires.com
910-380-8368

References:
2026 edition of the PRO/AM Safety Regulations for FORMULA DRIFT PRO/AM
https://www.formulad.com/rulebook

1. DRIVER'S SAFETY EQUIPMENT

1.1 HELMET

A. All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:
   a. Snell Memorial Foundation – SA2015 or higher
   Full-faced helmets are required.

B. Helmet visors must be closed during on-track sessions.
C. Helmet chin straps must be buckled or fastened while on course.
D. Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).
E. Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to Catch My Drift. It will be forwarded to the certifying organization for inspection. Details of the accident should be included.

1.2 DRIVING SUIT

A. One-piece driving suits are highly recommended and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 8856-2000, 8856-2018 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
B. Gloves must be fire-resistant material and certified to SFI spec 3.3/5 or greater, or FIA 8856-2000, 8856-2018 specs.
C. Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
D. Fire-resistant underwear is recommended.
E. Drivers are required to wear long pants, closed toed shoes and a t-shirt or long sleeve shirt. No tank tops or sleeveless shirts will be permitted.

1.3 EYE GLASSES

Any corrective eyeglass material used shall be of safety glass-type, and meet U. S. Government standards.

1.4 SEATS

A. Aftermarket driver's seat must be homologated to FIA standard 8855-1999, 8862-2009, 8855-2021.
B. FIA seats with "Halo style" side impact head protection are recommended on the driver's side.
C. OEM seats are permitted and must be used with original style shoulder and lap seat belt equipment. If using a bucket seat, a 4, 5 or 6 point harness must be used.
D. The usable life of an FIA homologated seat is 5 years from the date of manufacture indicated on the seat label.

Sample FIA seat homologation label:

The homologation labels must be visible

1.4.1 SEAT SUPPORT

Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).

1.4.2 SEAT MOUNTING

A. All seats are to be mounted according to the seat manufacturer's instructions.
B. The factory floor pan must remain intact with the exception of Nissan S chassis vehicles that are permitted to remove the cat hump for the installation of seat brackets.

C. All hardware used in the mounting of seats, or other structural supports shall be SAE Grade 5 or better with a 5/16" minimum diameter.

1.5 SEAT BELTS - Bucket Seats

When not using an OEM seat, all occupants shall utilize a driver restraint system that conforms to these regulations.

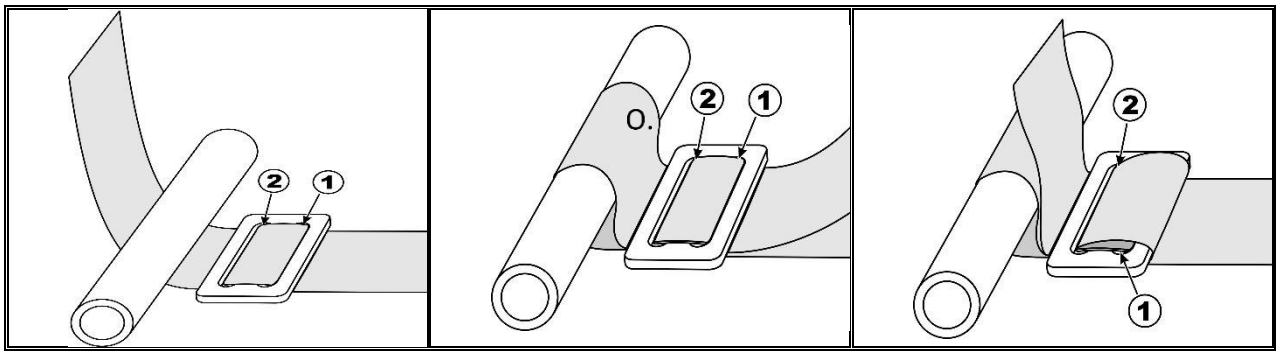
A. All occupants in CMD EVENTS must utilize either a four-point, five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.
B. A minimum four-point system is required. For use in automobiles is required.
C. All Harness belts must meet either SFI or FIA Homologations:
D. There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.
E. SFI Certification – Harness systems may be certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s) on shoulder belts, lap belts and sub-straps.
F. SFI Certification- Each harness is printed with the specific year and date of expiration.
G. SFI 16.1 belts must have a 3 inch lap belt. 2 inch Head and Neck Restraint specific shoulders are permitted when used with an approved SFI 38.1 Head and Neck Restraint.
H. SFI 16.5 belts may have a 2 or 3 inch lap belt. 2 inch Head and Neck Restraint specific shoulders are permitted when used with an approved SFI 38.1 Head and Neck Restraint.
I. FIA Certification –Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s) on each element of the belt.
J. Date of SFI certification will not matter, only that the belt is SFI rate and not severely torn or faded. Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/ frayed, if any of the buckles are bent/cracked, if the vehicle has been in a severe impact, or at the direction of the COMPETITION DIRECTOR. If any of these conditions exist, the COMPETITION DIRECTOR shall cut the certification labels off of the harness. The team will then have to replace the belt.
K. Only separate shoulder straps are permitted. “Y-type” and “H-Type” configurations are not allowed. Sternum straps connecting the two shoulders belts over the chest are not allowed. The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve inches (12”). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of no more than 20-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. (Figure 1).
L. 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 (Figure 1). 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.
M. The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the vehicle. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
N. The single or double anti-submarine strap(s) shall be attached to the floor structure of the vehicle and have a metal-to-metal connection. Bolts through the floor pan must use a backing plate on the underside of the body. If the chassis does not have a steel floor pan, other provisions must be made to provide a steel plate or bar

traversing the frame rails and transmission tunnel of sufficient strength to take a minimum load of at least 1,200lbs for each mounting point.

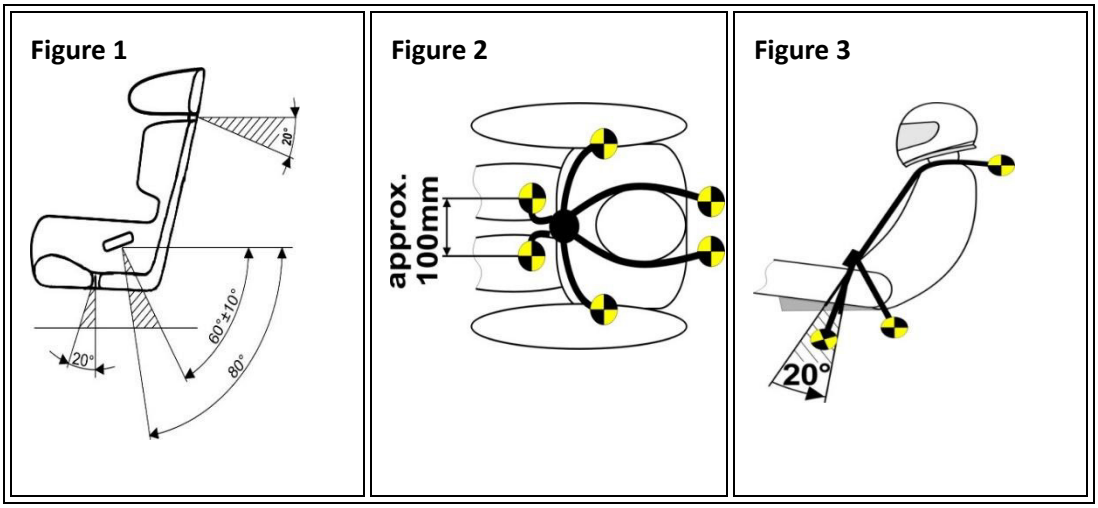
O. All seat belt systems are to be mounted according to the manufacturer's instructions or to the *SFI Guide to Seat Belt Mounting* (Figure 2)

P. If "3-bar" adjusters are used for a lap or shoulder belt, they shall be placed as close to the mounting points as possible and must be wrapped with the final loop. Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.

Q. Occupants of convertible vehicles must use arm restraints.



The figure above is the preferred method for harness attachment to harness bar.



1.5.5 Seat Belts - Factory Seats

A. Must be used in accordance with OEM specifications.

B. Auto Locking feature must be in operating condition.

1.6 ARM RESTRAINTS

A. Arm Restraints are recommended for all competitors but not required in a closed top vehicle.

B. Competitors with convertible vehicles must use arm restraints.

C. Arm restraint strap should be around the bicep above the elbow and below the shoulder.

D. Webbing or Velcro should be tightened to fit sung and securely around the bicep.

E. Length of the mounting straps should be adjusted to restrict the arms from going outside the vehicle while maintaining the ability to reach the driver controls.

1.7 HEAD AND NECK RESTRAINTS - Optional but Recommended

A. A Head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are recommended at all times on track during practice and competition.
B. SFI 38.1 devices must be recertified by the manufacture or authorized manufacturer representative every 5 years. Each certification is good for 5 years from the month and year punched or printed on the SFI label.
C. FIA 8858 devices do not require recertification however the dating year printed on the tether must not be more than 5 years old. 8
D. After any significant impact, it is recommended that the device tether be replaced.

1.8 FIRE SUPRESSION SYSTEM - Optional but Recommended -

A. All vehicles must have an on-board fire extinguishing system.
B. The bottle must be mounted so that it can be removed easily for verification of full charge by weighing.
C. 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.
D. 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.
E. All fire systems shall be serviced and recertified every two years.
F. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.

1.8.1 APPROVED FIRE EXTINGUISHER SYSTEMS

A. Vehicles not running a fire suppression system must at least be equipped with an approved 2.5lb or greater fire extinguisher reachable while seated and fastened in the drivers position. 5lbs is recommended.
B. Those approved by the FIA on Technical List No.16 or certified to SFI Spec 17.1 Note: while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the driver's compartment and engine of Category N, A, B vehicles.
C. All systems must be equipped with a means of checking the pressure of the contents. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

1.8.2 INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

A. Capacity
B. Type of extinguishant
C. Weight or volume of the extinguishant
D. Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.

1.8.3 FIRE SYSTEM MOUNTING

A. All extinguishers must be adequately protected and must be situated within the driver's compartment.
B. In all cases, their mountings must be able to withstand a deceleration of 25 g.
C. All extinguishing equipment must withstand fire.

1.8.4 TRIGGERING DEVICES

A. 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.
B. 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.
C. This primary switch/apparatus must be located on the dashboard, center console, or driver's side A-pillar and must be marked with the decal pictured below.

D. If the fire system activation primary switch used by the driver is located on the driver's side A-pillar then a second fire system activation switch is not necessary.
E. Otherwise, a second fire system activation switch/apparatus must be fitted along the driver's side A-pillar and must be marked with the decal pictured below.

1.8.5 **NOZZLES**

A. The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system.
B. Additionally, the nozzles shall be in the locations specified by the manufacturer.

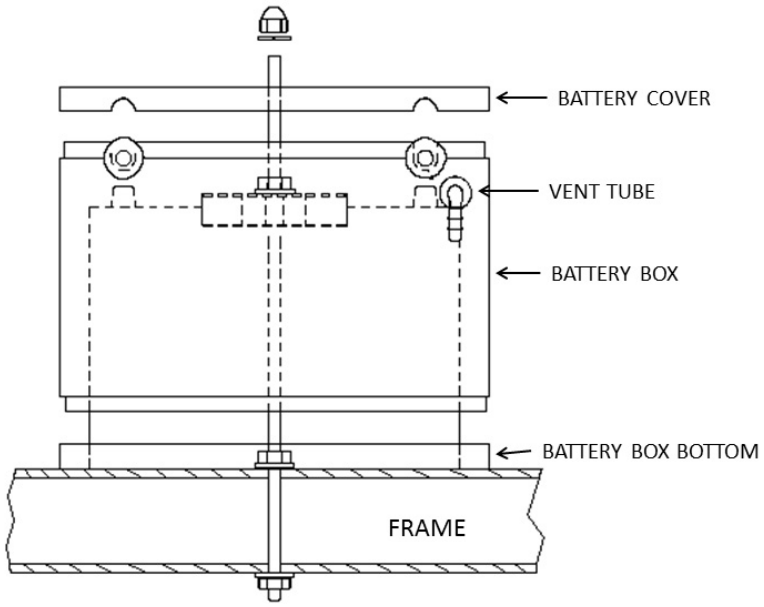
1.8.6 **SAFETY PINS**

All fire suppression safety pins must be removed while in staging, grid, and on course. Manually operated extinguishers must leave pin in.

2. ELECTRICAL SYSTEM

2.1 BATTERY

A. The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts.
B. A maximum of two batteries are allowed on vehicles with an internal combustion engine. All batteries must be connected and in use.
C. Batteries may be relocated.
D. Relocated batteries must be fastened to the frame or unibody with a minimum of two 3/8-in diameter bolts.
E. Plastic hold down brackets and J bolts or hooks are prohibited.
F. If the battery is located in the driver's compartment, it must be in a sealed box with the battery fastened inside the box and securely bolted to the unibody/ chassis while being properly vented and drained.
G. Refer to Figure 10 (Example from Taylor Cable- Part number 8103)



(2) 3/8" THREADED RODS TO PASS THROUGH BATTERY BOX AND HOLDDOWN TO SECURE THE BATTERY TO THE VEHICLE'S FRAME

Figure 1

2.2 MASTER CUTOFF

A. A master electrical cutoff switch is mandatory and must be wired to completely shut off all engine and electrical system functions except for an electrically operated fire suppression system.
B. The master electrical cutoff switch must be mounted outside the vehicle on the left side / US driver's side cowl just below the windshield.
C. The master electrical cutoff switch must be easily accessible with the hood open or closed and be clearly marked with the decal below.
D. The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently

3. ROLL CAGE - Optional but Highly Recommended

3.1.1 **GENERAL-**

A. All roll cage structures must be designed in an attempt to protect the occupants from any angle, 360 degrees.
B. The roll cage shall attach to the chassis/unibody in eight points.
C. 12 gussets of such as dimple die plates are allowed along A-pillar, B-pillar, and roof structure. Gussets shall be made from steel plate no thicker than .125-inch.
D. No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
E. Plating of chassis is prohibited.
F. No portion of the cage may permeate the firewall and shall be fully contained within the driver's
G. compartment.
H. No additional bracing may be used between the strut tower and the firewall.
I. Any number of additional reinforcing bars, gussets or supports is permitted within the confines of the roll cage. Modifications to the chassis or notching for roll cage clearance must have prior written approval from CMD.
J. Convertibles are recommended to have a 4 point rear hoop and side protection at minimum.

3.1.2 **PADDING-**

A. Padding must meet SFI spec 45.1 or FIA 8857-2001.
B. Padding is required anywhere driver helmet may come in contact with the roll cage and along the base of the driver's side A-pillar bar and box if applicable.

3.1.3 **WELDING-**

All roll cages must be based on a single Main Hoop of one (1) continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle.

A. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
B. Welds shall be continuous around the entire tubular structure.
C. The weld shall have no cracks.
D. Grinding down of welds is prohibited.
E. Thorough fusion shall exist between weld metal and base metal.
F. All craters shall be filled to the cross section of the weld.
G. Undercut shall be no more than .01-inch deep.
H. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

3.1.4 **ROLL CAGE MATERIAL-**

A. Roll Cage Material must be Seamless SAE 1020 or 1025 mild steel tubing, DOM, and or chromoly.
B. ERW tubing is not permitted.
C. All roll cage tubing in the requirements listed below must be a minimum of 1.5 x .095-inch for all materials.
D. The minus tolerance for wall thickness should not be less than .010-inch below the nominal thickness.
E. Vehicles weighing over 3500 lbs. with driver must petition with the CMD DIRECTOR for approval of the roll cage prior to entering any event.

3.1.5 **ROLL CAGE MOUNTING PLATE-**

A. Each mounting plate or box shall be at least .08-inch thick steel
B. Each mounting plate or box must be fully welded to the structure of the vehicle
C. Each mounting plate or box shall not be greater than 100 square inches and shall be no greater than12-inches or less than 2-inches on a side. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane
D. Whenever possible, mounting plates shall extend onto a vertical section of the structure such as a rocker box or door pillar
E. Any number of tubes may attach to a single plate or to each other.

3.1.6 **MAIN HOOP-**

A. The main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible with a maximum of 4 bends, totaling 180 degrees ± 10 degrees.
B. The roll cage main hoop should start from the floor of the vehicle and be attached to the chassis/unibody via Mounting Plate specifications.
C. Diagonal lateral brace is a piece of tubing equal to the roll bar diameter, installed across the main hoop to prevent lateral distortion. This brace must attach to the driver side upper corner of the main hoop, not more than 6-inches from the center of the radius, and to the opposing leg, not more than 6-inches from the base plate.
D. A horizontal brace is a piece of tubing equal to the roll bar diameter, installed behind the driver's seat for the purpose of mounting seat belts. This tube shall be no higher than shoulder height and continue the full width of the main hoop, attached to both legs.
E. The diagonal brace or the horizontal brace must be one continuous piece of tube, with the other attaching to it.

3.1.7 **FRONT/SIDE HOOPS-**

The front hoops, side hoops, or down tubes shall begin at the floor.

Several configurations are allowed:

A. Side Hoop Configuration: Side Hoops connect directly from the floor of the driver's compartment and continue, in one piece, to connect to the Main Hoop. If Side Hoops are used, they are to be connected together by a single horizontal tube across the top of the windshield with a maximum of 4 bends totaling 90 degrees ± 10 degrees.
B. Front Hoop Configuration: A front hoop connected to the floor on both sides of the driver compartment and following the line of the front pillars in one continuous piece may be used. A front hoop must be connected at the top by horizontal bars running back to the main hoop on each side, above the doors with a maximum of 4 bends, totaling 180 degrees ± 10degrees.
C. HALO Configuration: Top "halo" hoop following the roof line in one continuous piece from each side of the main hoop along the top of the doors and windshield. A HALO must be connected to the floor with forward "down tubes" following the line of the front pillars with a maximum of 4 bends, totaling 180 degrees ± 10degrees and a maximum of 2 bends allowed on the down tubes.

The front, side or down hoops may extend through the dash pad, including the forward part of the door panel if it is an extension of the dash panel.
One (1) **"**Knee**"** bar is recommended in a horizontal plane between forward cage braces in the dash area for all configurations.

3.1.8 **REAR HOOP SUPPORTS-**

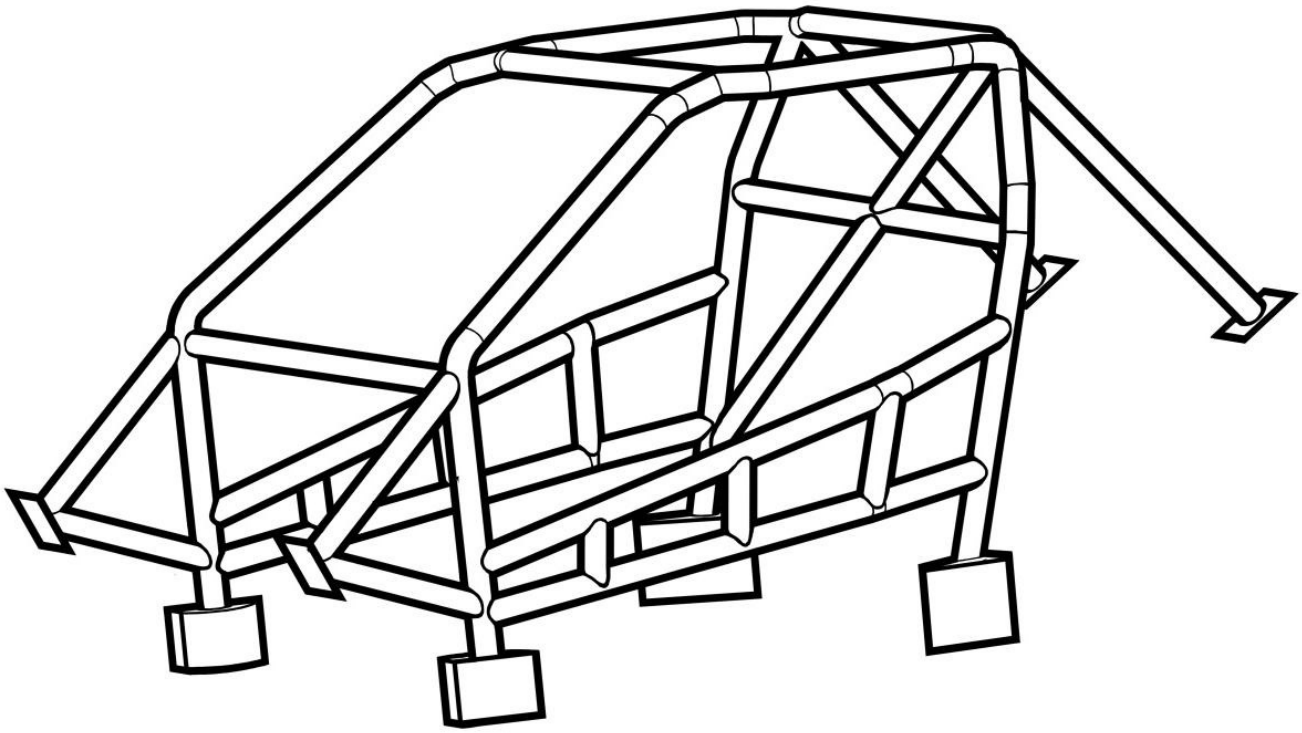
A. The main roll hoop shall have two braces extending to the rear attaching to the chassis/unibody.
B. Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees. 14
C. No bends are allowed on rear braces.
D. On vehicles where the rear window/bulkhead prohibits the installation of rear braces, the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

3.1.9 **SIDE PROTECTION-**

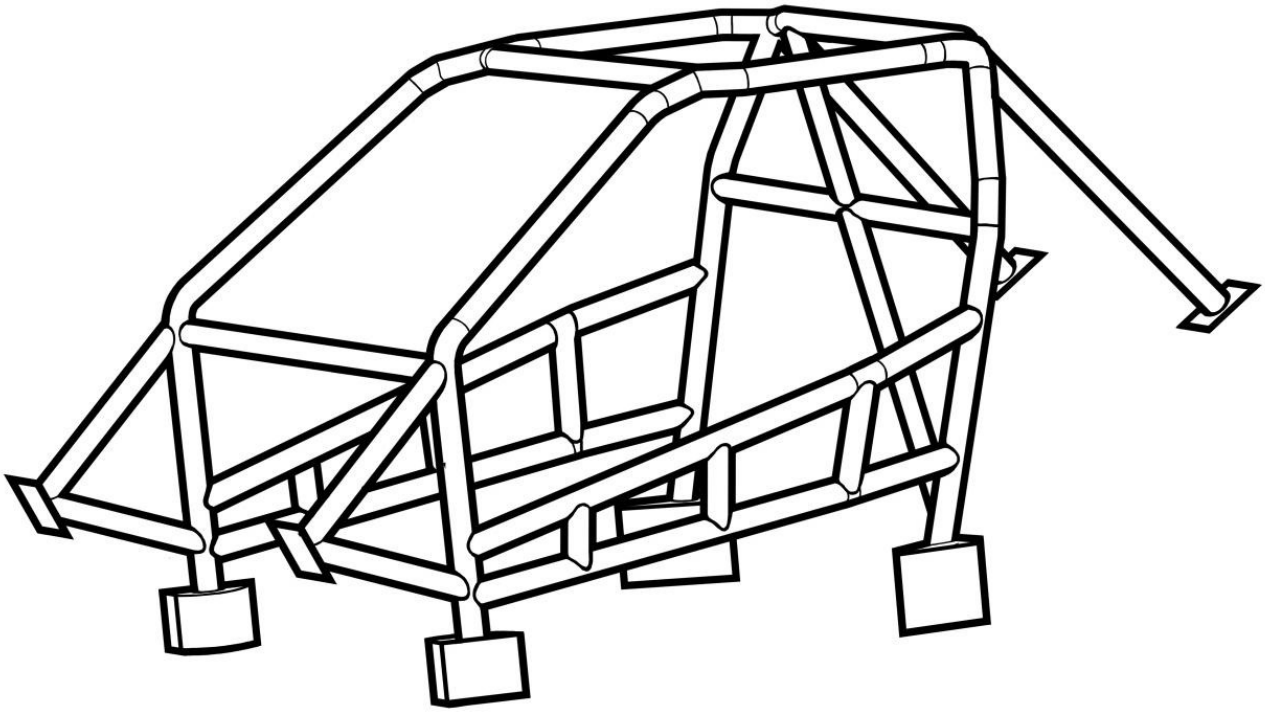
A. All vehicles shall have a minimum of two door bars across each front door opening.
B. The door bars may run parallel, or in the shape of an "X".
C. If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall connect the upper and lower door bars.
D. Teams may also choose to install "NASCAR-STYLE" bars and extend into the outer door skin. In this configuration, the outer bars must also have a minimum of three vertical tube sections connecting the upper and lower bars.
E. Side protection must not pass through the B-pillar.
F. No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
G. The inner door panel and door internals may be removed.

3.1.10 **ANTI-INTRUSION or ANTI-WHEEL INTRUSTION BARS**

A. The anti-intrusion bars or wheel intrusion bars are intended for additional foot protection.
B. All vehicles shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel.



LEFT HAND DRIVE CONFIGURATION

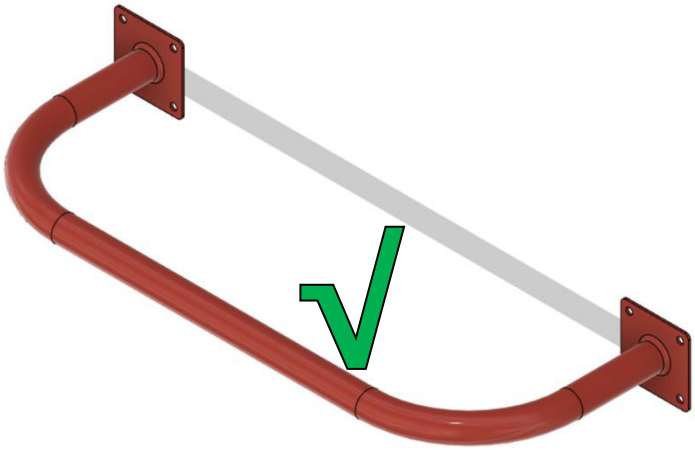


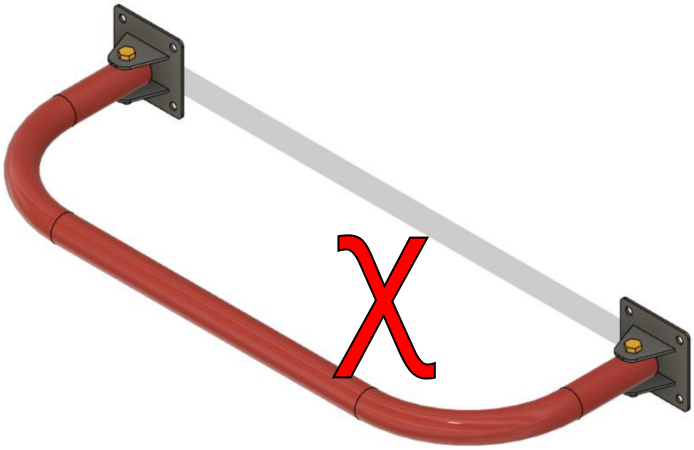
RIGHT HAND DRIVE CONFIGURATION

4. CHASSIS AND DRIVETRAIN

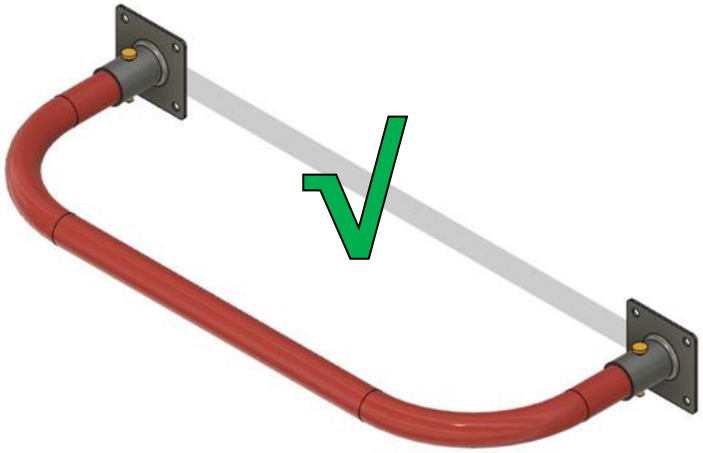
4.1 BUMPERS

A. All vehicles must be equipped with safe front and rear bumpers.
B. Unless factory OEM- All bumpers must be made entirely of magnetic steel
C. Bumper must be constructed of 1 inch to 1.75 inch o.d. tubing with a minimum wall thickness of 0.063 inch to a maximum wall thickness of 0.125 inch.
D. All bumper tubing must remain hollow.
E. Bumpers must be fastened to the vehicle with a minimum of (4) 3/8 inch fasteners per side (minimum Grade 5) or welded to prevent the bumper from being dislodged from the vehicle.

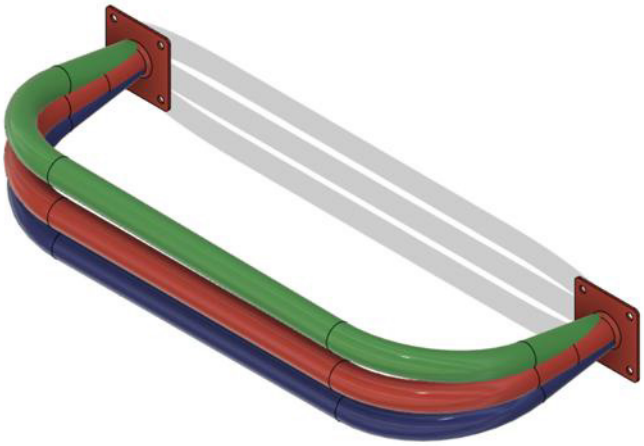




F. Bumper mounted with quick release pins are allowed with sleeved tubing.



G. Bumpers must be rounded off or capped off to prevent becoming locked to or piercing another vehicle.



H. Bumpers at minimum must span the width of the front and rear frame rails.
I. Tubing must not be exposed and must remain behind the bumper covers with minimal clearance between the bumper cover and the bumper bar itself.
J. Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions in order to do so. 17
K. The bumper covers must be approved by the Catch My Drift.
L. Bumper must be fixed, use of shocks absorbers / dampers, springs, pivots and slip joint will not be allowed.

4.2 BRAKE SYSTEM

A. The primary brake system must hydraulically operate all 4 wheels.
B. Brake systems that use a single (non-tandem) master cylinder to operate all 4 wheels are prohibited.
C. Brake systems may be biased only front to rear. No brake bias may be used in a side to side configuration.
D. Dual master cylinder pedal assemblies are allowed.
E. Driver adjustable brake bias is allowed.
F. When a brake light pressure sensor is used it must be mounted in line with the front brake master cylinder and have no restrictions in between.
G. Brake pressure switch must be mounted within 1 foot of the master cylinder.
H. Brake lights must operate with the ignition off, only the master cutoff being on is required for operation.
I. Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass through system.
J. Secondary Brake system / E-brake must only operate the rear wheels.
K. Carbon fiber, carbon ceramic, and carbon variant brakes or rotors are not allowed.

4.3 WHEELS

A. Beadlocks, wheel screws and any means of attachment between wheel and tire is prohibited.
B. The space between the rim and the internal portion of the tire must be filled only with air. Use of inner tubes, tire balls, Mousse, Tubliss systems, and tire pressure relief valves are not allowed.
C. Wheels must be DOT approved for use on passenger car vehicles including bead seat profile and dimensions.
D. Center lock, mono lug, and center lug wheels are prohibited.
E. Carbon fiber or hybrid carbon fiber/alloy wheels are not allowed.
F. All lug nuts must be present and torqued to the wheel. No missing lug nuts or studs will be permitted. A minimum of 4 threads must be engaged.

4.4 COOLING SYSTEM

A. Cooling system modifications are free but must be fully closed and free of leaks.
B. Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.
C. If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of .036-inch steel, or .059 inch aluminum. The floor of the enclosure must be designed to prevent accumulation of fluids.
D. Cooling lines and fittings shielded with fire sleeve can be used in place of the metal shielding requirements.
E. Radiators located inside the driver's compartment must be separated from the driver and may be ducted through a maximum of two 10 inch holes in the chassis floor.
F. Cooling systems shall be filled with water only. Coolant Additives such as NEO "Keep Cool" and Redline "Water Wetter" are allowed.
G. Radiator catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.
H. All engine components and exterior components that support engine operation such as coolers, pumps, tanks, and lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

4.5 OIL SYSTEM

A. Oil system modifications are free but must be fully closed and free of leaks.
B. If the oil tank is located in the driver's compartment area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036-inch steel, or .059-inch aluminum.
C. The floor of the enclosure must be designed to prevent accumulation of fluids.
D. Oil catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment. Wristbands are recommended on all breather filters.
E. All engine components and exterior components that support engine operation such as oil cooler, Accu-sump, dry-sump tank, oil filter, and oil lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

4.6 FUEL SYSTEM

4.6.1 FUEL TANK/ CELL

A. The fuel system design is free, but engines may only run on gasoline and ethanol blends.
B. Use of methanol blends are prohibited.
C. Safety Fuel cells are required for all vehicles with a relocated fuel tank.
D. Safety fuel cells shall consist of a bladder enclosed in a metal container.
E. Safety fuel cell support structures must be welded to the vehicle. Bolt on support structures are prohibited.
F. If the factory fuel tank is retained, the tank must mounted in the factory location, and in the factory manner while being enclosed by the factory sheet metal.
G. Drag race style fuel cells with bottom mount sumps and or fittings are prohibited. Fuel cells meeting SFI 28.1 are recommended.
H. Fuel tank/cell must be separated and completely sealed to prevent the passage of fluids or flames from entering the driver's compartment by a permanently mounted steel or aluminum bulkhead. The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead. Fuel cells may be installed in the interior of the vehicle, preferably within the confines of the roll cage structure.
I. The floor pan may be modified to fit a fuel cell and lines.
J. Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.
K. Fuel System must not leak on the track, starting line, or grid area.
L. Installation of Discriminator valves may be required on vent lines to prevent fuel leaks.
M. Pressurized refueling is prohibited.

4.6.2 **FUEL LINES**

A. 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.
B. No fuel lines may be routed through the driver's compartment.
C. Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the vehicle.
D. The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with .036-inch steel or .059-inch aluminum and sealed.

4.7 NITROUS OXIDE

A. 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.
B. All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date.
C. All Nitrous bottle must be
D. The use of commercially available thermostatically controlled bottle warmers is accepted. The use of any other method of externally heating nitrous bottles is prohibited.
E. The use of plastic bottle brackets is prohibited.
F. 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).

4.8 EXHAUST SYSTEM

A. Exhaust system modifications are free.
B. Mufflers are not required.

4.9 STARTER

A. All vehicles must be equipped with an on-board starter and power supply which must be in working order at all times

4.10 TRANSMISSION

A. All vehicles must be equipped with a functioning reverse gear.
B. Vehicles not equipped from the factory with a transaxle are prohibited from converting to a transaxle.
C. Factory equipped transaxle vehicles are allowed to convert to a separate transmission and differential.
D. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
E. Shifter and/or shift linkage must be covered with a SFI 48.1 approved shift boot.
F. Clutch release must be manually operated by driver's foot.
G. Automatic transmissions are allowed but not recommended.
H. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually.

4.11 DRIVESHAFT LOOP

A. All vehicles must have a driveshaft retaining loop mounted within 6 inches of the forward most universal joint and be securely attached to a unibody or frame structure as in Figure 9.
B. The driveshaft loop may be made of minimum .250-inch x 2-inch wide steel strap or .875-inch x .065-inch steel tubing and be securely mounted in case of universal joint failure. (Example from Summit Racing- Part number SUM-G7900)

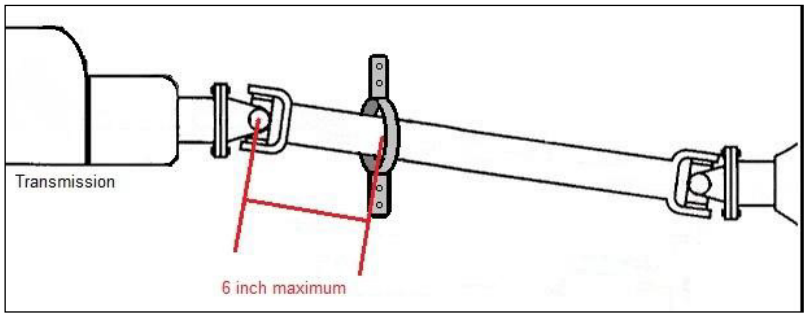


Figure 2

4.12 DOORS

A. Doors must be mounted to the chassis with sufficient hinges. (quick release doors are prohibited)
B. Doors must use the factory latch mechanism
C. The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.
D. Doors with an exposed interior must have the sharp edges removed or covered.

4.13 WINDSHIELD

A. Windshields must be OEM glass or Lexan/polycarbonate replacement.
B. Lexan/polycarbonate windshields must be a minimum thickness of .1875-inch
C. Lexan/polycarbonate windshields must be securely mounted and have a vertical brace .750-inch wide x .0625-inch aluminum which is securely mounted down the center of the opening on inside the vehicle.
D. Windshields must be clear, use of tint is prohibited at night events.

4.14 WINDOWS and WINDOW RESTRAINTS

A. Door, quarter and rear window must be OEM glass or clear/polycarbonate with minimum thickness of .125-inch and securely bolted in place.
B. Side windows may have a window net, OEM glass, or a piece of Lexan/polycarbonate in place of both front
C. Competitors with convertible vehicles must use arm restraints.

4.15 MIRRORS

A. Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.
B. OEM mirrors in the OEM mounting position are encouraged.

4.16 HOOD PINS

A. Two hood pins, equally spaced across the front of hood and are required within 24-inches of the leading edge of the hood.
B. The original stock latch is only permitted for original hoods. No aftermarket, fiber glass or carbon fiber hoods will be permitted to use the original vehicle latch system only.
C. Carbon fiber and fiber glass hoods are required to run hood pins.

4.17 TOWING APPARATUS

Must be equipped front and rear as follows:

A. Load Rating of not less than the gross vehicle weight
B. Minimum internal hole diameter of 2inches
C. If made of a metal it must not protrude more than 3in from a blunt surface.
D. Colored in a contrasting color to the surrounding body work
E. If the towing apparatus is not clearly visible, the position must be clearly identified by the word “TOW” or an arrow in a contrasting body color

4.18 LIGHTS

A. Headlights, tail lights and brake lights must function normally.
B. Brake lights and tail lights must be red and highly visible. Must not blind the chase driver. No dull lighting will be permitted.
C. Rearward facing strobe lights of any color may be allowed if deemed not distracting by chase driver and tech inspectors.
D. 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.

4.19 STEERING WHEEL

Any steering wheel except wood rimmed may be used.

5. COMPETITION VEHICLES

5.1 VEHICLE ELIGIBILITY

A. Eligible vehicles must be based on a production chassis. No tubed chassis allowed. Body swapping on to a chassis will be permitted subject to approval from CMD.

5.2 VEHICLE ELIGIBILITY INSPECTIONS

5.2.1 VEHICLE ANNUAL TECHNICAL INSPECTIONS

Prior to the first time a vehicle is entered into any EVENT for the current season; the COMPETITION DIRECTOR will conduct a Catch My Drift inspection of each vehicle. Upon verification of compliance to the rules, an annual tech sticker will be issued. Only vehicles that have passed the annual inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the COMPETITION DIRECTOR.

The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled Catch My Drift practice, qualifying and drift sessions.

The annual tech sticker will be withheld from any vehicle that does not comply with the required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the COMPETITION DIRECTOR to determine what action is required to achieve compliance. The COMPETITION DIRECTOR shall maintain inspection records of each entered vehicle.

During Technical Inspection, there may only be one person from the team serving as a representative for the vehicle being inspected. The area should be closed off and private. All other personnel must leave area.

5.2.2 VEHICLE EVENT TECHNICAL INSPECTIONS-

At a time and place and in a manner determined by event officials, prior to racing activities of any nature (including without limitation qualifying, competition, practice, testing, etc.) all vehicle and driver equipment must undergo a technical inspection.

In addition, every vehicle is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by any event official. CMD series may at any time inspect, seal for inspection, and/ or tear down a participant's vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by CMD. All determinations by event officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review.

Technical inspection assists event officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment.

The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all CMD rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor.

Any means or tactic used that could deceive the judges or interfere with the judging process is strictly prohibited and will be subject to disciplinary actions.

5.3 PARTICIPANT OBLIGATIONS-

Participants must take whatever steps requested by a Formula Drift PRO/AM Affiliate series Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment. This obligation includes, but is not limited to, installing inspection holes, inspections ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like. Formula Drift PRO/AM Affiliate series is not responsible for payment, reimbursement, damage or loss to the participant as a result of such inspections.

5.4 MAINTENANCE OF VEHICLE ELIGIBILITY-

It is the responsibility of the team to maintain a vehicle's eligibility.

5.5 VEHICLE MODIFICATIONS

Any vehicle which after being issued an annual technical inspection sticker by the COMPETITION DIRECTOR is dismantled, or modified, or in any way changed which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval. It is the responsibility of the team to notify the COMPETITION DIRECTOR of any modifications.

5.6 VEHICLE DAMAGE

If a vehicle is damaged due to an accident or other incident, the COMPETITION DIRECTOR may remove the annual tech sticker. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then reinspected. It is the responsibility of the team to notify the COMPETITION DIRECTOR of any and all damage.