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ROUND 1

8-9
FEBRUARY

ROUND 2

15-16
FEBRUARY

ROUND 3

22-23
FEBRUARY

OI DC 2024

REGULATIONS

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Introduction

We are pleased to provide you with **2024** edition of the competition rules of Oman International Drift. This edition of the rules establishes the foundation for the organization and conduct of the Oman Automobile Association who runs and operates the Oman International Drift. Teams, drivers, and officials are strongly encouraged to review these rules carefully.

Registration

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Sporting Events Manager	-	Chris Hodgson
Competitors Relations Officer	-	Abdullah Al Lawati
Event Coordinator	-	Thuwan Ehab Ossen

1.SERIES ADMINISTRATION**(1.1) ADMINISTRATIVE CONTROL**

The Oman International Drift wholly owned subsidiary of Oman Automobile Association.

(1.2) OFFICIAL MEETINGS

Oman International Drift representatives shall be present at any official meeting, or hearing, involving interpretation or implementation of this rulebook or the operation and business matters of Oman International Drift in general.

(1.3) ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct Oman International Drift EVENT, and any person who receives a Oman International Drift license/membership, warrants that:

- He/She is acquainted with the series rules.
- He/She agrees without reservation to abide by the series rules.
- He/She renounces the right to have legal recourse, except with the written consent of OAA to any arbitrator, or tribunal, not provided for in the rules.

(1.4) OPERATING AUTHORITY

At race events, the Oman International Drift Race Director has authority for the conduct of all competition aspects of the event.

(1.5) INTERPRETATION AND APPLICATION OF RULES

Oman International Drift officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that: Determinations and/or decisions made by Oman International Drift officials are non-litigable. They will not initiate or maintain litigation of any kind against OAA or anyone acting on behalf of OAA to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse OAA and/or partners, agents, or affiliate organizations of OAA for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all Oman International Drift privileges suspended until litigation is complete.

Oman International Drift reserves the right to amend, or modify, the rules **at any time** (including individual series regulations and supplementary regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Drift Competition Memos, or other medium. The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.

2.LICENSING

(2.1) All Oman International Drift Championship competitors must hold a valid competition license, issued by their ASN. *(In certain cases, an ASN letter may be accepted, at the discretion of the Oman Automobile Association)*

All drivers and crew members working in the pits, or other designated high-risk areas, **MUST be 18-years**, or older. *(An exception may be made for minors, if they hold a competition license and are accompanied by a guardian) Subject to OAA approval.*

3.FLAGS

FLAG SIGNALS

The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used, but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

GREEN



The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session. Alternatively, the starter may display the national flag of the host country.

RED

The session has been stopped/finished. Use caution and stop immediately. Be prepared to proceed to pit lane if so directed.

4. VEHICLE SPECIFICATIONS CHASSIS MODIFICATIONS

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

(4.1) FF/MR drive-train vehicles are not permitted to enter any Oman International Drift events.

(4.2) All vehicles must be rear wheel drive. 4WD to RWD conversions are permitted.

(4.3) Competition vehicles must retain the original OEM unibody and/or frame structure between the original most forward suspension or sub-frame mounting points and most rear ward suspension or sub-frame mounting points. This includes floor pans, bulkheads and 'A', 'B' or 'C' pillars. Tunnels may be altered to accommodate a larger gearbox tunnel, differential tunnel or driveshaft tunnel.

(4.4) Tube-frame/space-frame chassis-type vehicles are not permitted in Oman International Drift events. Tube-frame extensions are only permitted once they are fitted in front of the most forward suspension or sub frame mounting points and rear of the most rear-ward suspension or sub frame mounting points. (4.5) Front and rear wheel tubing is permitted.

(4.6) Bumper support bars front and rear are permitted. They must attach directly to the chassis legs and be made from a maximum 25x2.5mm mild steel, aluminum, or stainless tube. The width of the bumper support bars may not extend beyond the centre of the wheel when looking from the front or rear of the vehicle. They must be of clean construction and not have any sharp edges or forward-facing bars.

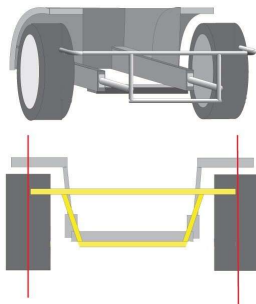


Fig 1.0 This image is to be used as a guide only.

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

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

(4.9) Seam welding the unibody is permitted.

(5.0) ROLL CAGE CONSTRUCTION: All competing cars must be equipped with a 6 point or better roll cage. All roll cages must be manufactured from seamless T45 or cold drawn steel tubing. All main hoops regardless of material must be constructed from 45x2.5mm or 50x2mm tube minimum. 'A' pillar bars, door bars, rear stay bars and all additional diagonal and brace bars must be constructed of 38x2.5mm or 42x2mm. A manufacturing tolerance of 1mm in tube diameter will be allowed, an inspection hole of 3-5mm must be drilled in a non-critical place on the main hoop for wall thickness verification.



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

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

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

(5.3) The main hoop must be one continuous length of tubing with maximum of four bends. Bends must be smooth with no evidence of crimping or wall failure. Roll cage must be as close to the roof and side pillars as possible.

(5.4) Side bars, 'A' pillar bars and front leg bars must be one continuous piece of tube with no joins and must not have more than three bends. It must connect directly to the main hoop and follow the roof and 'A' pillars as closely as possible directly to the plate/box on the front floor/sill of the driver's compartment. They are to be connected together by a single horizontal tube across the top of the windscreen. Front legs that bend around the dashboard (dash-dodgers) are not permitted under any circumstance.

(5.5) FIA approved bolt in cages are permitted. Any design outside of the parameters stated must be inspected and pre-approved by the OAA technical inspector. All FIA approved bolt in cages must still adhere to regulations set out herein section 2. Notably, see sections 5.0 and 5.4 regarding material, sizing and "dash-dodger" style cages.

(5.6) Door impact protection bars are required on both driver and passenger side. Door bars must be at least 38x2.5mm or 42x2mm seamless tubing. Competing vehicles must have double door bars consisting of two parallel door bars with 2 small vertical tubes joining them, or alternatively an 'X' door bar.

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

(5.8) Mounting plates/mounting boxes must be a minimum of 3mm thick. They may be multi angled but must be a minimum of 20"² surface area, e.g. (5"x 4" plate/ 125mmx100mm). If the roll cage is bolted in, then it must be securely reinforced with an anchor plate and backing plate sandwiched on each side of the floor plan with a minimum 8mm bolts of an 8.8 grade or higher.

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

ADDITIONAL SAFETY REQUIREMENTS:

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

(6.1) A 4-point or better safety harness must be installed in both driver and passenger seat. The width of the seat-belt must be at least 2 inches, and the buckle must be quick release.

(6.2) All bucket seats must be fixed to the floor and secure. Recliners are not permitted.

(6.3) Ignition steering lock mechanisms must be removed.

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

(6.5) Fire extinguishers must be present, on a quick-release and within reach of the driver at all times (1kg minimum). Plumbed-in fire-extinguishers are highly recommended.

(6.6) Brakes must be in perfect working order. Anti-lock brakes are non-compulsory and may be removed. Both front and rear brakes will be checked at Oman International Drift technical inspection.

(6.7) All hoods and deck lids must be adequately and securely fastened. A minimum of two bonnet pins must be fitted and the stock latch disabled.

(6.8) Nitrous Oxide cylinders, associated piping, valves and equipment must remain outside the driver cockpit or fire-walled within.

(6.9) All wheel nuts must be accounted for at all stages of competition. No aluminum wheel nuts/studs allowed. Wheel nuts must have a minimum of 5 turns to the stud. (6.10) All competition vehicles must be fitted with electrical cut-off switches, internal and external.

(6.11) Front, side or rear windows may be replaced with acrylic or polycarbonate with a minimum thickness of 3mm and securely fastened. The front and rear windscreen must be secured with additional bracing – a minimum of 1 vertical bar support.

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

(6.13) Rear brake lights must be present and in perfect working order at all times. Rear LED brake strip lights are permitted but they must be a minimum of 20" in length. A third brake light strip must be fitted on top of the rear window at the roof line. This must be fitted in case of rear brake light failure due to an accident or incident. Any vehicle without working brake lights will be immediately disqualified.

(6.14) The technical inspector has the right to uninstall exterior parts when judged hazardous or unstable.

(6.15) Competition vehicles may have the passenger seat.

(6.16) Factory wheels may be replaced with aftermarket wheels.

(6.17) Brake bias modifications and controllers are permitted.

(6.18) Engines and transmissions are free to modify, change or replace.

AERO MODIFICATIONS

(6.19) Aftermarket body panels are permitted and free to modify. Competition vehicles must run a complete set of panels for technical inspection. This includes front bumper, bonnet, front wings, doors, rear wings, boot-lid and rear bumper. Unpainted fiberglass panels are not permitted and will fail technical inspection. If headlights or tail-lights have been removed, blanks must be fitted in their place. LED light bars may be used as replacements.

(6.20) Competitors are permitted to remove body panels for practice only. All body panels must be fitted/present/repaired for the first run of class qualification.

FUEL SYSTEMS

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

(7.1) No part of the fuel system (other than the fuel line) may be in the driver's compartment. The fuel-line can run through the car, but it must be a continuous (unbroken) metal pipe or braided hose,

fitted on the passenger side of the vehicle and secured every 250mm with 'P' clips. All other parts of the fuel system must have a firewall between the driver's compartment and fuel equipment. The firewall must be sealed to prevent passage of fluid, fire or smoke. Aftermarket fuel cells must have a non return valve on the breather.

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

(7.3) All external fuel pumps must be covered.

(7.4) No fluid leaks of any kind will be tolerated at an Oman International Drift event.

(7.5) Any grade fuel may be used in competition.

(8.0) TYRE RESTRICTIONS

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

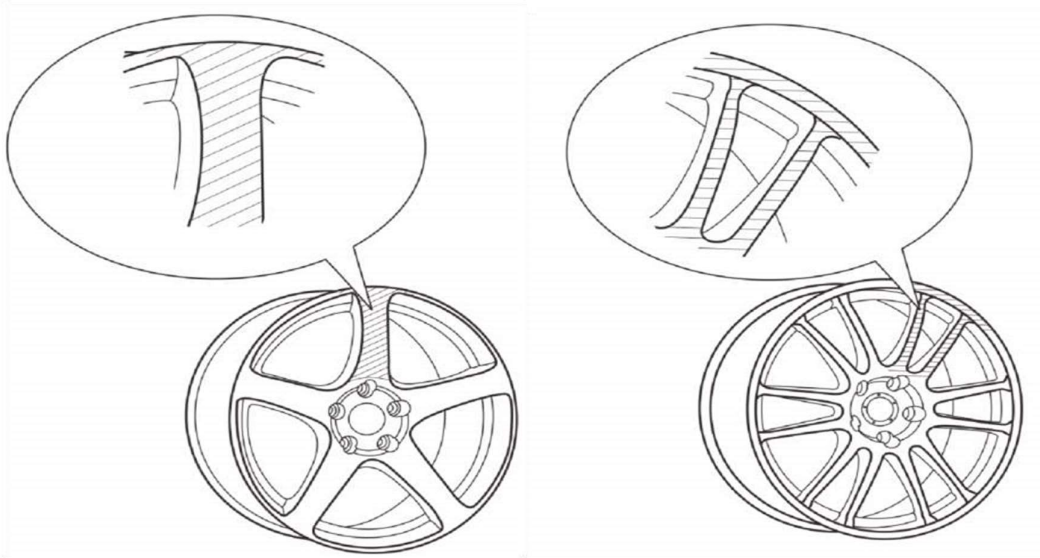
(8.2) Vehicles may only run an approved tyre with a measured tyre width no greater than 285mm.

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

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

(8.5) A driver may request a greater rear tyre-width (non-semi slick/road-pattern only) and these requests will be evaluated on a case-by-case basis. No driver is permitted to run a tyre with a width exceeding 285mm without prior OAA approval.

(8.6) Vehicles must have a sticker in a contrasting colour on a specific part of each wheel or tire during official training, qualification, and competition. Tire stickers must be a minimum of 2.5cm tall with 2 stickers per wheel. Wheel coloration examples are in the figures below, the shaded areas are examples of allowed coloration placement.



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

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

FRONT TYRES

(8.9) Only tyres branded with an E-mark/International/US equivalent are eligible for competition. Tyres must be road legal in their country of origin. Cut slicks are not permitted.

(9.0) SUSPENSION

(9.0) Original suspension mounting points may be moved one inch (25mm) from the OEM mounting point. Exception to this rule: The front suspension from certain makes/models may be converted to Nissan 'S' chassis front suspension. This conversion must be pre-approved by OAA inspector prior to an event and the OAA technical inspector will assess the quality of the conversion at technical inspection.

FRONT

(9.1) All original suspension mounting points must be used, within the (9.0) rule. Therefore, a car with double "A" arm front suspension must remain a double "A" arm and a car with a McPherson strut front suspension must remain a McPherson strut.

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

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

(9.4) Aftermarket coil-over suspension is permitted.

(9.5) Front suspension turrets must remain in the OEM position in the chassis and may not be removed, replaced or relocated.

(9.6) The front top shock absorbers pivot may be moved to any position within the original pitch circle diameter (PCD) of the original front suspension top mount bolts.

(9.7) Aftermarket front tension rods are permitted. Bolt on aftermarket front tension rods are an exception to the (9.0) rule.

(9.8) Some old vehicles may add a front suspension mounting point for a compression strut or tension strut. This modification must be pre-approved by the OAA technical inspector.

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

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

(9.11) Front sub-frames/cross members may be removed and replaced with bespoke items or suspension arms can be chassis mounted as long as they are within the (9.0) rule.

REAR LIVE/SOLID AXLE VEHICLES

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

(9.13) Axle link systems are free for modification and are exempt from the (9.0) rule but may not breach the (1.0) rule.

(9.14) The original floor may be modified to fit axle link boxes as long as they do not breach the (4.0) rule. The original floor may also be modified to repair rust/damage.

(9.15) Pan-hard rod and Watts linkage mounts are free for modification. Original Panhard rod mounts may be moved and are exempt from the (4.0) rule.

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

(9.17) Sub-frames for independent rear suspension may be fitted to Live/Solid axle vehicles as long as mounting them does not breach the (4.0) rule.

(9.18) Rear suspension turrets are free for modification as long as they do not breach the (4.0) rule.

INDEPENDENT REAR SUSPENSION VEHICLES

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

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

(9.21) Rear suspension turrets are free for modification as long as they do not breach the (4.0) rule.

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

(9.23) All suspension sub-frame mounting points must be used.

(9.24) A rear sub-frame and all its mounting points must be used on a vehicle originally fitted with a rear suspension sub-frame system.

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

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

Driver Safety Equipment

All participating drivers must wear the following items when entering any OI DC event or demonstration. Drivers must wear full race gear to technical inspection at each event. OI DC marshals will inspect race gear throughout an event to ensure compliance. No bare skin should be showing at any-time.

Racing Suit

(10.0) Mandatory Fireproof FIA 1986 Onwards >>

(10.1) One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec

(10.2) 3/2A-5 or greater, or homologated to “FIA 2000” specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended. Fire-resistant underwear is highly Recommended.

Shoes

(10.3) Mandatory Racing shoes (All type allowed)

Gloves

(10.4) Mandatory Racing Gloves

Helmets

(10.5) Mandatory Full face or Half face must be stamped with level of some standard 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).

Hans

(10.6) Mandatory to wear a Hans during the competition.

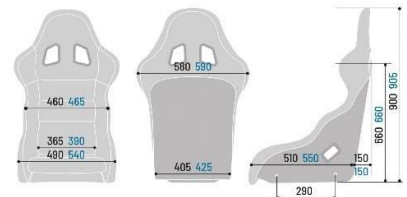


Seats

(10.6) Cars may have a second seat fitted.

(10.7) All seats must be of a fixed bucket seat type with Integrated Head Bolster and be FIA Approved. (Dates are not an issue)

EVO ORT - EVO II ORT



Harness

(10.8) Mandatory -4 –Point Harness to fixed points on the chassis with harness eye bolts

(10.9) All cars are to have a minimum 4 Point Harness and to be FIA Approved.

(10.10) All harness attachments are to be attached to eyebolts and positioned in the same locations and angles as below.

(10.11) Eye bolts are required for harness mounts but if standard eye bolts are not used, any extra mounts must be of a plate type with a welded captive 7/16 UNF nut. The plate must be minimum of 25cm squared (5x5cm) 3mm thick, the plate must be fully welded on the underside of the vehicle body, so as to trap the floor pan between the plate and the eyebolt.

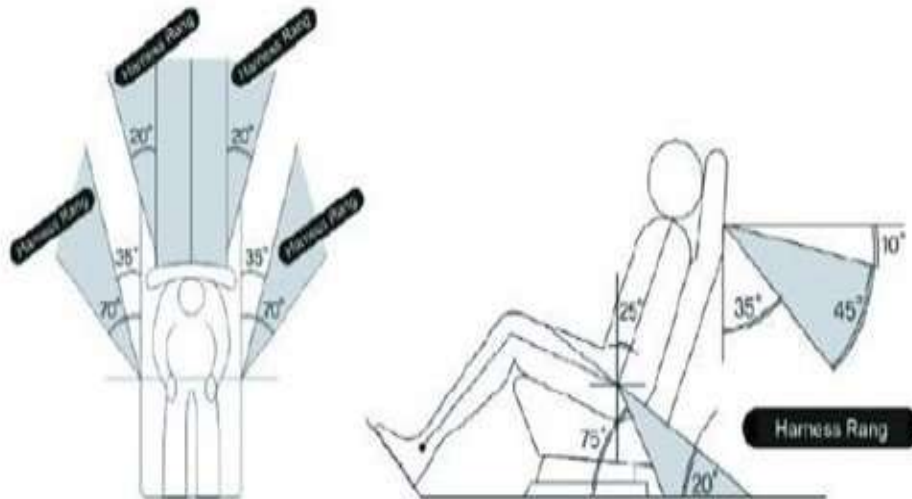


Fig 3.0 This image is to be used as a guide only.

Nets-Restraints

(10.12) If open windows Nets are to be used on the window part.

(10.13) Windows to be done up at all times.

Branding

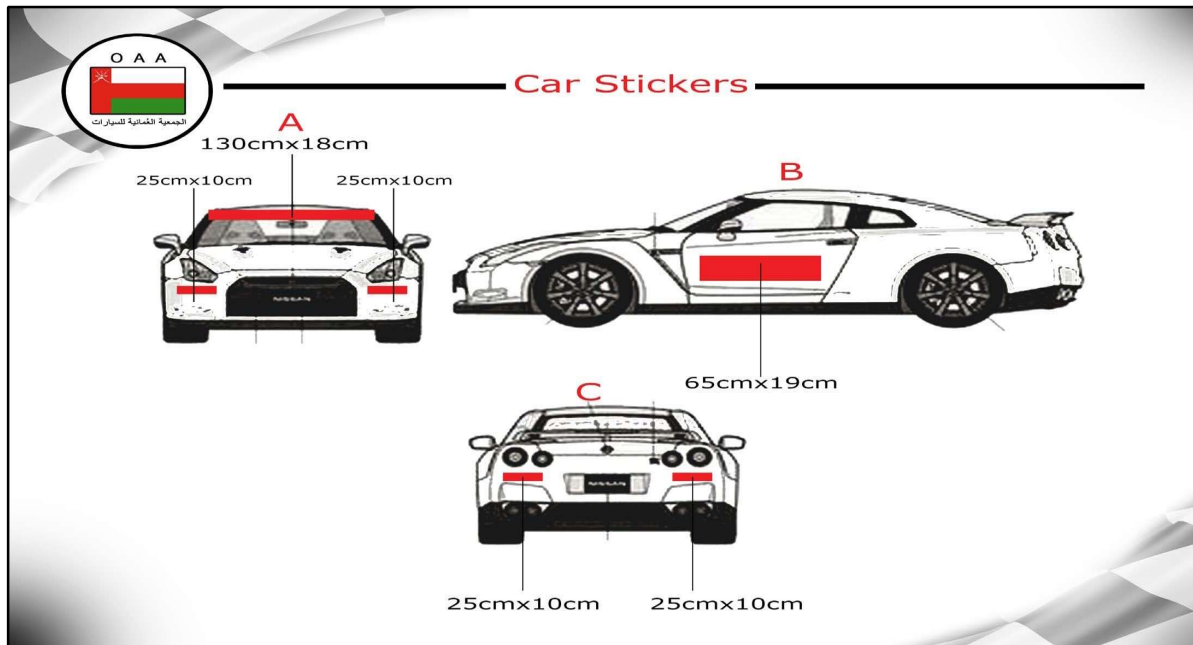
(11.0) Oman International Drift visors, door cards and driver numbers must be placed on all competing vehicles and must remain present during all stages of practice and competition. Failure to display Oman International Drift visors, door cards or driver numbers may result in disqualification.

(11.1) Oman International Drift reserves the right to apply Oman International Drift or official Oman International Drift sponsorship branding to each vehicle in designated areas. Failure to display compulsory Oman International Drift sponsorship branding may result in disqualification.

(11.2) Championship branding (which is not related to Oman International Drift) must be removed/covered prior to technical inspection at every Oman International Drift event. This includes visors and door numbers.

(11.3) Branding deemed inappropriate (by the Oman International Drift) may result in disqualification.

Fig 4.0 This image is to be used as a guide only.



Drivers Briefing

(12.0) Drivers briefing

(12.1) All drivers **Must** attend drivers briefings. Briefing times will be announced at the paddock, on the driver's information board & the official event schedule.

Not attend a driver briefing

(12.2) Drivers showing up late at the driver's briefing might not be allowed to participate in the event. Participation will be subject to Race Director Approval. In case of the Race Director not allowing a late driver to participate, the driver's entry fee will not be reimbursed.

Important information at the briefings

(12.3) It's very important to attend the briefings as a driver, here we discuss specific rules about track layouts and track conditions.

Only drivers and spotters

(12.4) Only drivers, spotters and press are welcome at the briefings.

Use of double cars in qualification and battles

(12.5) **No double use of cars in.** The car that the driver qualifies in must be the car that they finish the event in.

Use of double cars in free practice

(12.6) It's allowed to use a second car in the free practice sessions only.

Competition Time out: (10 minutes)

(12.7) A competitor may be awarded a competition time out, if they receive damage deemed to be the other competitor's fault. It should be noted that normal contact rules apply, and the competitor that was deemed at fault may or may not have penalties applied for the contact.

Qualifying:

The onus is on each competitor to be in the correct qualifying order, if you're not at the line when it's time to run, you lose that run.

(The qualifying order will be posted before qualifying starts)

Disqualification

(12.8) If the driver is not back at the pre-start line after his 5 minutes, he will be disqualified.

Unsafe drift car

(12.9) If the steward, judges, Technical Advisor think it's unsafe to drift the car after a crash, the driver can be taken out of the competition.

Podium ceremony

(12.10) All drivers who won prizes have to wear their race overall at the podium ceremony.

Protests:

(12.11) No protest.

*All teams/drivers **MUST** read and understand OAA national sporting code on the links below:

Page Link

www.omanauto.org

Thank you & Good Luck.

Oman Automobile Association (OAA)

