



Official Tech Requirements

These common-sense requirements are designed to make tech move quicker, but also ensure everyone stays safe and gets the most seat time possible by avoiding problematic vehicles. We expect that our drivers maintain their cars and treat the facility with the utmost respect. Special consideration has been given to implement rules that are the best possible fit for our Grassroots-based organization, as well as our home track of Thompson Speedway Motorsports Park. Lock City Staff thanks you for your continued cooperation.

Safety Requirements:

- SA2020 or newer approved helmets required for all drivers & passengers. No M or DOT rated helmets allowed. Helmet sharing between drivers is not allowed unless you are in separate run groups. Your helmet will receive an approval sticker that will be checked each event when your car is inspected.
- Long pants, closed-toe shoes, and a shirt are required.
- Up-to-date Fire Extinguishers are required for all cars. Must be securely mounted via a metal bracket away from the airbag. Extinguishers should be mounted within reach of the driver while seated with seatbelt/harness on. A minimum 2lb of pressurized extinguishing agent is required, and gauges will be checked. Fire “sticks” such as the Element E50 will only be accepted as a supplemental device.
- Safe & Secure seat is a must. All factory mounting hardware must be used. Seat cannot rock back and forth.

NEW! Harnesses, if used, need to be:

- SFI rated and must not be more than 2 years past the expiration date, or
- FIA rated and must not be more than 5 years past the expiration date.
- Properly mounted via SFI/FIA standards to roll cage or harness bar, not bolted to the floorpan. When in doubt, retain stock seatbelts for compliance.

Additional impact protection is required for the following course layouts and scenarios:

Road Course

- Multi-car tandem driving will require a full roll cage complete with door bars. Please see appendix A for complete specifications regarding roll cages. Multi-car tandems are defined as close proximity driving of 3 or more vehicles.
- Solo runs are permitted on all courses without meeting these requirements.
- **NEW!** When running road course back section, a full roll cage and proper harnesses for both driver and passenger are required to be able to drift the banked section of the oval. This applies regardless of tandem or solo runs. All drivers are allowed to drift the flat on the inside of the oval turn.
- Convertibles: Convertibles are required to have a roll bar if a factory roll bar or other factory-installed rollover protection such as “pop-up” bars are not present. See Appendix B.

Lock City Drift Officials reserve the right to stop a car from driving at any time during an event, including, but not limited to any tech violations or to re-inspect a vehicle for track-worthiness after a collision.

Vehicle Requirements:

- Car should come through tech completely empty. Remove all spares, tools, and other items from the car before entering the tech line. If your driver's floor mat is not pinned down, it should be removed so as not to get stuck under pedals.
- Absolutely NO LEAKS! This includes oil, power steering, coolant, etc. We aim to keep the tarmac clean and safe of spills that rob seat time from everyone else for cleanup.
- Broken wheel studs or missing lug nuts will result in an automatic failure. Please use Loctite on adapters.
- Suspension & steering components must be tight and exhibit no play. Any play whatsoever in tierods, wheel bearings, steering rack, or control arms will result in a fail for the day unless repaired and re-inspected. This is the biggest common failure we see.
- Exhaust must exit behind the rear wheels of the vehicle, and a muffler must be present. "Blast pipes" do not count as a muffler. A resonator is also not a muffler. Hood exhaust dumps are not allowed, unless pre-approved for DB level by a Lock City official before the event. Wastegate dump tubes are OK.
- If your car's turbo is located on the driver's side, a heat shield MUST be in place to protect the brake master & reservoir. The heat from the turbo/manifold can boil your brakes and cause fire.
- Glass & plastic bottles are not permitted as catch cans / overflows.
- Fuel tanks ideally should remain in the factory location. Fuel cells are okay if mounted safely and securely. If the fuel cell is located inside the car, a firewall between the fuel cell and driver's compartment must be present.
- All fuel lines should be rated as "fuel injection hose" and fuel hose clamps must be used. Traditional worm-style clamps dig into lines and cause leaks.
- The battery must be securely tied down via a metal bracket. Factory brackets preferred. No bungee cords, ratchet straps, or rope.
- Engine bay wiring should be tidy, secured, and away from moving parts & hot components that could cause failure or fire.
- Cars must have a visible tow hook front & rear! No tow hook, we hook to the first thing we see.
- No full-size trucks, or exoskeleton / tube-chassis cars are allowed.
- Vehicles must have all body panels present. You may remove your front bumper if too low for tech.
- Working headlights & tail lights are required for any night events both on track and in the pits.

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Appendix A – Roll Cage Requirements

These roll cage requirements are aimed to align with other motorsports sanctioning bodies such as SCCA, NASA, D1, and Formula Drift but are not a direct translation of their rules and requirements. Please research your intended use before construction of any new roll cage. Lock City Drift reserves the right to approve cage designs that do not fit the rules on a case-by-case basis.

- Bolt-together cages are not accepted. However, cages may be fully welded and bolted into the chassis if sandwich plates are present. If the cage is welded to the chassis, tubes should land on plates or boxes which are fully welded on all seams.
- The main hoop, any overhead tubing, and all and diagonal bracing must be made of matching minimum 1.5" diameter x .095" thick steel tubing for cars under 3500lbs and 1.75" diameter x .095" thick steel tubing for cars over 3500lbs.
- Roll cages should be constructed of DOM tubing. Schedule 40 or aluminum tubing is not permitted.
- Overhead bars may be configured in a "Halo" or A-pillar bar design with windshield bar.
- All joints in the roll cage must be fully welded and gussets are recommended.
- The roll cage must have a minimum of two door bars on the driver's side and passenger's side. H-bars ("NASCAR" style) and X-bars are permitted. Other bar designs may be permitted with prior approval.
- Backstays off the main hoop should extend to the rear shock tower area.
- SFI or FIA rated roll cage padding is recommended at tubing sections where an occupant may come into contact with tubing.

The roll cage must have a minimum two horizontal bars present. A harness-height bar is required as well as one additional horizontal bar. Horizontal Bar Examples:

- Dash bar
- Windshield bar
- Harness bar
- Floor bar in main hoop

The roll cage should have a minimum of one diagonal bar present. Diagonal Bar Examples:

- A diagonal bar from above the driver's head to the passenger floor in the main hoop
- A single diagonal bar or "X" diagonals in the backstays
- A diagonal bar across the overhead bars

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The logo for Lock City Drift features the words "LOCK", "CITY", and "DRIFT" stacked vertically in a large, bold, black, serif font. To the right of the text, there are three thick, parallel, slanted black bars that extend from the top of the word "LOCK" down to the bottom of the word "DRIFT".

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Appendix B – Convertible Guidelines

Convertibles with Known / Approved Factory Rollover Protection:

- Aston Martin *1998-present
- Audi - ALL
- BMW 3 or 4 series – ALL (provided factory rollover system has not been removed or tampered with.)
- BMW Z3 - 1998+
- BMW Z4 – ALL
- Cadillac XLR
- Chrysler Crossfire
- Corvette C6
- Corvette C7
- Dodge Viper SRT-10 *2004-present
- Ferrari 360, 430 & California
- Honda S2000 & NSX
- Infiniti G37
- Infiniti Q60
- Jaguar - 1998-present
- Lamborghini - Gallardo, Murcielago, Diablo, LP560, LP640 roadsters, Performante
- Lexus LC500
- Lexus SC430 (2002+)
- Mazda Miata NC / ND (2006+) & Fiat 124 Spider (2016+)
- Mercedes S, SLK, and CLK Convertible
- Nissan 350/370 Z
- Porsche Carrera GT, Boxster, Spider, 996 & 997

Note: If you can provide documented factory rollover protection on any vehicle not listed here for review it can be accepted.

Convertibles Which Require an Approved Roll Bar:

- Any kit car
- Any car which has been retrofitted into a convertible
- All convertibles produced prior to 1993
- BMW Z3 - 1996-97 without factory roll over hoops
- Chevy Camaro – All Models
- Corvette C5 & older
- Dodge Viper RT Convertible - 1992-2003
- Ford Mustang - all models Convertible
- All known factory bars are only “Style” bars and offer no added rollover protection.
- Lexus SC 430 Convertible
- Mazda Miata - NA, NB - 1990-2005
- Mazda FC RX-7
- Nissan 240sx S13
- Pontiac Firebird, Solstice, & GXP
- Porsche air-cooled convertibles – ALL (pre-1998 996)
- Saturn Sky

Note: T-Top and Targa versions of these cars are allowed.

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