

2025 Technical and Sporting Rules



Version A1.1

These rules apply to all 2025 events.

I. TECHNICAL RULES

A. THE CAR

A1. Scrutineering

Competitors are responsible for ensuring that their vehicles meet the minimum safety requirements. The entry form includes a waiver that must be completed and submitted at Event Documentation. Competitors must make their safety apparel and vehicle available for scrutineering at the request of the appointed scrutineers or the event organizer. The vehicle must be presented in the condition in which it will be used in competition, with all equipment fitted.

A2. Chassis and Body

The race car chassis must originate from a recognized car manufacturer. Chassis modifications are permitted. Aftermarket body panels, bumper covers, and wings are allowed. All hoods and deck lids must be securely fastened.

A3. Suspension

Suspension upgrades are permitted.

A4. Fuel and Fuel Tank

Any grade of automotive gasoline may be used for fuel. E85 Ethanol is also permitted. The vehicle can use the original fuel tank for Pro2/Queen Series. For ProSeries, it is strongly recommended to use an FIA-approved safety fuel tank following FIA Article 253.14, Appendix J to the ISC or a safety fuel tank following SFI 28.1 isolated from the driver's compartment. Fuel filler caps must be securely fastened so as not to open on impact. Fueling must be done with manual pumps only. The use of any air compressor system or pressurized air bottle to fill the tank/cell is prohibited. Fuel Pipes going inside the cockpit must be installed and protected according to FIA article 253-2013.

A5. Brakes

Brake bias modifications and controllers are permitted. Brake systems including caliper, rotor & pads, lines, fluids, and pedals must be in good condition.

A6. Engine

Engines are open for modification or replacement. All drain plugs must be securely fastened. Any liquid leak from the engine is not tolerated and would lead to immediate disqualification during the race. Modified engine position must be safe for the driver. No water/engine oil/hydraulic oil pipes are allowed inside the cockpit.

A7. General Circuit Breaker

All vehicles must be fitted with a general circuit breaker/battery master switch that must cut all electrical circuits except the automatic extinguisher system and must also stop the engine. As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm



A8. Seats

An FIA-approved Racing seat following FIA Article 253.16, Appendix J is compulsory. Seats with head supports are strongly recommended. Seats must be installed and screwed in original factory holes or custom holes as strong as OEM ones.

A9. Safety Harnesses

Vehicles must have a minimum 4-point seat belt following FIA standard 8853-98, or SFI 16.1 or 16.5. The installation must meet the FIA Article 253.6, Appendix J to the ISC, regardless of whether the harness is FIA or SFI approved. Seat belts must have a manufacturer's tag with a legible date.

A10. Lateral Windows, Sunroofs, Windows Nets and Arm Restraints

For convertible and soft-top vehicles, it is compulsory to install window nets according to FIA Article 253.11, Appendix J to the ISC or arm restraints in accordance with SFI 3.3 specifications. Vehicles should have sunroofs either removed (welded or metal covered) or protected with window nets. For all other vehicles, it is mandatory to have clear OEM glass with safety film or Polycarbonate (minimum thickness 3.8 mm) side windows or window nets according to FIA Article 253.11, Appendix J to the ISC or SFI 27.1. Vehicles must run with windows closed.

A11. Lines

The fittings of fuel lines, lubricating oil lines and of those containing hydraulic fluid under pressure must be manufactured according to the Appendix J specifications

Catch tanks must be installed and securely fastened. No fluid leaks of any kind at any time will be tolerated, any leak will lead to immediate disqualification. Additional cleaning costs may occur if a clean-up is requested by the racetrack.

A12. Hooks

Functional, visible and accessible tow hooks on both front and rear of vehicle which are clearly marked by an arrow must be installed. If the original tow hook is being used then an extension strap is required.

A13. Lights

All cars must have two perfectly visible working brake lights, and two working headlights. Brake lights and headlights must be as strong as OEM items, additional rear LED banner can be used if the OEM brake lights are not strong enough. An 80cm front brake light LED strip is strongly recommended.

A14. Battery

Battery must be securely fastened down with metal straps and must be totally covered.

A15. Exhaust

Every car must maintain a safely installed exhaust system. Full exhaust system with rear silencer is strongly advised. A 95+3 decibels limit will be mandatory by some racetracks, keeping within the 95+3db limit is mandatory for drivers intending to take part in the entire championship. A sound meter will be positioned one meter from the exhaust at a 45-degree angle, with the car of held at 4000rpm.

A16. Safety Cage and Cage Padding

Safety cage and safety cage padding following FIA Article 253.8, Appendix J to the ISC is compulsory.

A17. Fire Extinguisher system

All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC or with SFI17.1. Internal and external activation triggers are mandatory. Outside activation should clearly be marked with the appropriate sticker.



A18. Doors

The Inside/outside door latch/lock must be operable in all circumstances on both the driver and passenger side. Removable doors must be secured by a safety clip.

A19. Tires & Wheels

Tires must be covered by the body of the car. Colored-smoke tires are only permitted during practice and qualification. During battles, only tires producing regular white smoke are permitted. ProSeries drivers must run with maximum size of 285. Pro2Series drivers must run with maximum size of 265. Treadwear 250 for Pro2 will be enforced for German/Nurburgring race. Size is limited to 245 for Pro2 Rd3/4 in Hungary. (2026 rules will be set to Pro2-245 for all rounds). Vehicles will be required to have contrasting color stickers on a specific portion of each wheel.



A20. Tinted Windows and Tinted Stop Lights

Tinted Windows must not obstruct clear visibility of the pilot to marshals and the start line operator. Excessively dark tints that prevent clear identification of the pilot will result in an invalid scrutineering report. Windows must comply with visibility standards to ensure safety during emergencies.

Stop lights must remain clearly visible under all conditions, including battles. Tinted or obscured stop lights that hinder visibility to the chaser car are prohibited. Lights must be bright and unobstructed to ensure proper visibility during competition. LED rear high mount stop lights are the perfect solution to avoid such problems. Non-compliance with these rules will result in disqualification during technical scrutineering.

A21. Race number and Series sponsors

Windshield upper zone must stay free in order to apply the mandatory race sunstrip. Mandatory branding stickers have to be applied around the car, respecting the original positioning zone supplied at registration desk. Stickers must be applied with a maximum angle of 45 degrees, 50cm from a competing brand (priority to Series brand) and without any cutting. Drivers also accept to display/wear all series partners promotional items, including caps on the podium. Mandatory branding is available on the website.

A22. Professional car looking

Cars are required to have all essential body parts/panels intact. It is mandatory to maintain bodywork to a professional standard, including a recent paintjob and nice positioning of decals. Non-professional car look could lead to cancellation of registration.

A23. Podium Ceremony

Drivers are required to wear sponsor caps during the full podium ceremony, until all 3 drivers are on the podium and official pictures taken. Each driver is then allowed to wear their own sponsor caps and stand alone on the podium for photographs or similar only after the official ceremony has taken place. Any disrespect of these rules will lead to disqualification with full loss of points.

B. DRIVER AND PRESENTATION

B1. Driver

All drivers are required to wear overalls, including gloves, long underwear, balaclava, socks, and shoes that conform to the FIA 8856-2000 standard (Technical List No.27) or SFI 3.2/A/5. All items should be clean and in serviceable condition. Drivers must ensure that garments are not overly tight. The following standards apply:

- Suit: FIA standard 8856-2000 or SFI 3.2A/5
- Boots: FIA standard 8856-2000 or SFI 3.3/5
- Gloves: FIA standard 8856-2000 or SFI 3.3/5
- Balaclava: FIA standard 8856-2000 or SFI 3.3
- Underwear (top, pants, and socks): FIA standard 8856-2000

When using FIA-approved clothing, drivers must adhere to Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC.

B2. Helmet

Drivers are required to wear a helmet that complies with one of the following FIA standards: 8858-2002, 8858-2010, 8859-2015, 8860-2004, 8860-2010, Snell SAH2010 or SA2015. When using FIA-approved helmets, drivers must adhere to Chapter III – Drivers' Equipment, Article 1 "Helmets", Appendix L to the FIA ISC. Helmets must be compatible with a Frontal Restraint System. FIA helmets must be included in Technical Lists 33, 41, or 49. It is strongly recommended to wear full-face helmets. Helmets should be undamaged and in serviceable condition. Glasses worn under the helmet must be shatterproof.

B3. Frontal Head Restraint (FHR)

The use of an FHR/Hans device is strongly recommended. FHRs that comply with Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC or SFI 38.1 are accepted.

B4. Car Presentation

Cars must be professionally presented. It is required for all body parts and panels to be intact to enter the racetrack, including the front bumper, rear bumper, and hood. Temporary emergency fixes (tape) must be used to affix body panels to the car only in the necessary case of damage caused while on track. The car must then be fully repaired in time for the next race. A mint color spray of the car is mandatory. No more than 2 action cameras can be set on each car during the race. Each car must display the national flag of its driver on side windows.

B5. Paddock Presentation

Every race car must be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetrack paddocks. Teams are allowed to promote their partners within their paddock tent, but they are not allowed to set up any kind of shop or merchandise area within their paddock zone without written authorization from the organization.

B6. Paddock Extinguisher

Every team must have a visible portable fire extinguisher near their car in the paddock, with a minimum 2kg bottle.

B7. Paddock Security

The speed limit in the paddock is FIVE kilometers per hour. Any car must be secured with safety stands when someone is working under the car or during transmission warmup operations. Access ways must be kept clear at all times for the passage of emergency vehicles.



II. SPORTING RULES

C1. Briefing

Before any practice, qualifying or competition sessions take place, the Clerk of the Course will brief all drivers on the emergency procedures. Judges will inform all drivers about sporting rules during the briefing. All drivers must attend at the exact specified time for every briefing wearing their racing suit and racing shoes. Drivers must also wear their racing suit during the signing sessions. Signing sessions shall take place at each round, priority will be given for regular season drivers.

C2. Competition Course

The organizer will provide the following running sections according to the competition field, including its shape, they will specify the competition course drawing prior to the start of each event. Each competition course is composed of the following:

1. Start line
2. Acceleration section
3. Attack Line, followed by competition (judged) section
4. Finish line
5. Deceleration section
6. Position of the Judges

C3. Start Procedure

The start procedures are always given by a “starter” at his discretion, whilst he remains under the management of the Clerk of the Course. Race is considered as started (no battle shifting / no mechanical intervention) as soon as the driver leave the paddock/temporary pitzone toward the start area for lap1. You have 2 minutes to show up when your opponent is already on the start line. The drivers must turn up at the start of each run wearing the mandatory clothing and equipment.

C4. Qualification Session

All cars will go for 2 qualifying laps without a warmup lap, the best lap will then be used to establish the Top32. In the event of rain or weather which does not cause cancellation of qualifying, the rule “first come, first served” is applied as there is no specific order to pass the qualification session. In any case the driver must be sure to make the 2 consecutive qualifying laps during the time frame allowed for qualification, no return to paddock allowed, driver must show up within 2 minutes for second lap. No mechanical intervention allowed, only tire pressure check, bumper fixing and cooling the car are allowed. Queuing during the last minutes of qualification and not being able to make qualification laps, will not be accepted as a claim. If several competitors obtain the exact same qualification score, their second lap will be taken into account. If the scoring still remains equal, best line will be taken into account.

C5. Race

According to the qualification results, race with best 16 or best 32 drivers will be set up, each driver going head-to-head against another driver in a classic direct elimination scheme (1st against 32nd, 2nd against 31st, etc.). All cars will go for 2 laps without a warmup lap.

C6. Judging info - Qualifications

In qualification, each run is evaluated based on three primary criteria: Line, Angle, and Impact.

1. Angle refers to the degree of counter-steering and the rear slip angle maintained by the driver throughout the course. Drift is defined by the angle, and points are awarded for maintaining a consistent, optimal angle throughout the run.

2. Line represents the ideal trajectory a vehicle should follow, defined by inside and outside clipping points or zones. Inside clipping points/zones are determined by how closely the vehicle's front bumper approaches/comes inside the designated point/zone, while outside clipping points/zones assess how close the rear bumper comes to/inside the marked zone. A perfect line reflects excellent drifting technique, with any understeering or technical errors resulting in a deduction of points.

3. Impact captures the overall intensity and impression of the pass, including elements such as high-speed entry, consistent speed throughout the run. This criterion is the most subjective, with judges considering both the driver's performance and the level of excitement generated for the spectators.

Scoring is distributed as follows: 40 or 50 points for Line, 30 points for Angle, and 20 or 30 points for Impact, depending on the event layout. The total possible score is 100 points, with variations in the distribution based on the round's configuration (50/30/20 or 40/30/30).

C7. Judging Info - Twin Battles

Twin Battles consist of two runs, using a 1-on-1 format, with competitors paired up based on seeding position (Top16 or Top32). The higher qualifier will lead the first run and the second run will be led by the lower qualifier.

The "lead to lead, chase to chase" rule in drifting outlines the expectations for drivers engaged in tandem drifting. According to this rule, during the initial run of a tandem drift, the lead driver establishes the benchmarks for the line, speed, and angle, while the chaser sets their own standards. In the subsequent run, the drivers interchange positions, with the former lead driver now assuming the role of the chasing driver. The objective is for the chasing driver to closely replicate the lead driver's line and actions. Ultimately, the winner is determined by comparing the performance of each lead run and each chase run. This rule promotes fairness and ensures that both drivers have an opportunity to showcase their skills as both lead and chase drivers. It also emphasizes adaptability and skill in maintaining proximity and replicating the lead driver's maneuvers during the chase. Details and specific judging criteria may be adjusted during driver's briefing. Consistency on the part of the driver is paramount in a tandem battle. In many instances, a driver's defeat in the battle can be attributed to their own errors, such as going off-track or understeering, rather than being outperformed by the opponent.

C8. Backup Car

Every driver has the opportunity to swap their car with another available one before the qualification session. During the finals, drivers can only use the car which they used during the qualification session.

C9. Mechanical incident during finals

A car suffering from a mechanical incident in Top32/Top16/Top8 before its turn to race will have the possibility to shift the battle to the end of the current cycle. If the issue occurs during the Top16, then the battle will be shifted to become the last battle of the Top16. This shifting possibility can be used only once per event, per driver and will not exist for the semi-final, 3rd place final and final battles. In any case, between laps 1 and 2 of the same battle during the race, any mechanical intervention and/or towing to either of the cars (excluding tire checks, unexpected tire conditions, tire pressure adjustments or body panels adjustments) will lead to immediate disqualification. Regular tire change is not permitted between lap 1 and lap 2 except in the case of a flat tire, which shall need to be authorized by race director. Both cars have 120 seconds to approach the start line and line up. Timing will begin once the race marshals have informed the drivers before Lap1. For Lap2 the cars must return to the start line within 120 seconds after passing the finish line. If one of the cars is ready to race, but blocked somewhere either on the track or paddock for unpredictable reasons then countdown shall be stopped until the car is free to drive again. In the case of an opponent not reaching the start line within the given time, the lined up car must then run its battle alone in any case, the run will then be judged and scored.

C10. One more time battle rule "sudden death" style

There is a possibility to have "One More Time" twin battles (3rd and 4th Battles) after a draw during the initial two battles. In the case of equal result again after these two extra battles, last "One More Time" twin battles (5th and 6th Battles) will decide the winner. In the case of "One More Time", cars are able to return to the paddock for changing of tires, checking/fixing cars but must return to line up/warm up zone within 5 minutes. 5 minutes counting from result notification.

C11. Major mistakes rules

You will be sanctioned with major disadvantage/incomplete run in the following cases:

- Spin (during qualification or battle), passing the finish line whilst beginning to spin, and spinning after the finish line will be considered a spin.
- Voluntarily slowing drift (during battle)
- Not showing fair play on the racetrack (during battle)
- Two (or more) wheels off the track (during qualification or battle)
- Major understeering (during qualification or battle)
- Hitting for the second time during a race, the chicane cone for leader on the start line, first time will be a restart of the lap (during battle)
- Voluntarily hitting the opponent and disturbing his driving line (during battle)
- Stopping the drift in a drift zone
- entering the track without mandatory body parts (hood, bumper, etc...)
- Loosing any part of the car : Hood, Hatch, trunk, windows, door or a door opening (qualification or battle)
- Safe run, a chase driver not chasing the lead driver after major mistake was scored on the previous run
- After two consecutive false starts during the race caused by the same driver.
- Overtaking, overtaking means passing your front bumper in front of the leader front bumper at any time during the race.

C12. Claim

Judging decisions will be explained during Judge's debriefing session after every race. Any driver's claim has to be expressed and reviewed after the race. Drivers who open a claim should understand that a claim will engage their points gained during the event. If the claim is justified, a revised decision will be made according to this claim. If the claim is unjustified, the driver will lose all of their points gained during that event.

C13. Incident on the track

The driver of a car which is immobilized whilst on the track must do their best to pull over to the side. They will obey to the marshals and officials. Once stopped, the driver may not restart on his own initiative. Drivers are strictly prohibited from pushing their cars. A car immobilised on the circuit will be removed by the organisation. Under no circumstances the team of the driver is authorized to enter on the track course (between the start and finish line).

C14. Warm up zone

A warm up zone will be available before the start line to safely warm up your tires. No static burnout is allowed at any time, leading to immediate disqualification.

C15. Penalties and Exclusions

Point penalties, money penalties and/or race exclusion can be pronounced for the following reasons:

- Any behavior deemed dangerous on the track or in the infrastructures (paddock, etc.).
- Missing or being more than 5 minutes late at briefings, not wearing racing suit at briefing.
- Entering the track without all sponsors stickers attached.
- Leaving used tires at your paddock area at end of the race will lead to a 500 euros penalty.
- Inappropriate speeds off the track.
- Savage testing in unauthorized places, including the paddocks.
- Anti-sporting behavior.
- Failure to respect the signaling and the orders issued by the officials and the marshals.
- Entering the track with a known technical non-conformity or with a passenger.
- Doping infringements (alcohol and drugs).
- Failure to observe any important directives specified during the drivers' briefing.
- Any disrespectful behavior towards spectators, other drivers/teams or officials.
- Using social media to spread a negative image of the event, the competition, the judges or any officials.

C16. Rankings if the race is interrupted before completion

If the race is interrupted before the qualifications, all drivers attending the race will take 20 points (40 points for the final round).

If the race is interrupted before the Top32, the qualification rankings will be the race rankings, (The qualification leader will be the winner of the race.)

If the race is interrupted during the Top32/16/8/4/2, drivers already eliminated will take the points of their race rankings. Non-eliminated drivers will take the points according to the qualification standings.

C17. False start

In the case of a false start by one of the two drivers during a battle, the judges can give a restart provided that the false start is minor/involuntary. A warning, or a 10-0 scoring for the driver involved in a major/voluntary false start will be issued. Only Judges can decide the appropriate decision. Hitting for the second time, during a race, the chicane cone for leader on the start line will lead to 10-0 for opponent, the first time will be a restart of the lap (during battles).

C18. Unsafe car conditions

If a car is lining up for a practice, qualifying or race lap in an unsafe/damaged condition, it will be denied to start. The qualifying lap or race lap will be considered as 0 point. This case can happen after damages during qualification/race lap 1 and won't be able to repair by the rules, the car will not be allowed to go for lap 2.

C19. Damaged car after collision

If a car is damaged during the race, judges will decide the appropriate responsibilities. Driver responsible for the collision will not be able to repair if his car is damaged. Driver not responsible of the collision will be allowed 10 minutes to repair in order to continue the race. If the car is repaired within 10 minutes, the race can go on. If the car is not repaired within 10 minutes, the driver not responsible of the collision will be declared as winner of this battle but won't be able to continue the race.

C20. Classifications

During a drift competition, there are two classifications:

1. The classification for qualification, which enables the running order of the finals to be established.
2. The final classification after elimination, in order to determine the general classification of the competition.

C21. Rankings system

Registration at one event : 20 points (for final round: 40 points). If you don't enter qualification session, you will get only registration points. Qualification points apply to all series. Drivers eliminated during the qualification session, will take only registration points. Points at the final round are double! In the case of equal points between two drivers in the general championship rankings, the number of round victories will make the decision between the two drivers. In case of equality again or in case of no victory, the number of second positions will decide, followed by third positions and so on.

Position	Points in Qualify	Points in Race
1 st	20	100
2 nd	10	90
3 rd	8	80
4 th	6	70
5 th	5	50
6 th	4	50
7 th	3	50
8 th	2	50
9 th to 16 th	1	30
17 th to 32 th	0	20

C22. Entering DriftKings Pro2 Series

Pro2 Series is open to anyone with the exception of drivers who have featured within ProSeries Top 10, finished in a Pro Series podium position, been featured 3 years in the Pro2 Series Top3 or been twice Pro2 Series champion. Entering Pro2 and Pro Classes same weekend is not allowed.

C23. Entering DriftKings ProSeries

ProSeries is opened to 3 types of drivers:

1. Drivers who have already attended ProSeries events in the past.
2. Drivers who have finished in the Top3 of a national well-known championship.
3. Drivers having achieved a full season in Pro2 with specific achievements.

ProSeries drivers not managing to qualify into the Top32 for 3 times in a row will be automatically downgraded to the Pro2 Series.

C24. Entering other DriftKings events

These events are opened to 3 types of drivers:

1. Drivers who have previously attended European ProSeries events in the past.
2. Drivers who have achieved podiums, or good results in their national series.
3. Drivers invited by the promoter.

C25. Points system for DriftKings Pro2 Series/Queen Series

Final Rankings of Pro2 Series/Queen Series is based as a regular series like ProSeries.

C26. Code of conduct

A driver, crew member or other participant endangering others will be immediately disqualified from participating in the current event and any, or all future events.

All drivers and teams must keep safety and professionalism in mind at all times. Negligence of any kind, or violation of any safety matter will not be tolerated.

Every competition driver and team member has the right to ask questions and rationally discuss matters with the officials and/or judges during free time, practice, briefings and post-race debriefing but not during qualifications or race.

Not attending briefing or being late can lead to 2 hours training time penalties and/or 10 points qualification penalties.

If the driver and/or any of his team member conduct themselves in an inappropriate manner, insulting manner, unprofessional manner with any official, marshal, another driver, another team or a spectator, they will be subject to penalties.

This rule is also valid for discussions or arguing on the internet or social media platforms during or after the event. Issues related to hate, racism or politics will lead to immediate disqualification.

Each driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of an event.

Alcohol and/or drugs for drivers are strictly prohibited during the full event, driver spot checks will take place at random intervals throughout the season.

III. SPECIAL EVENTS

D. THE NATIONS CUP

D1. Introduction

The Drift Kings Nations Cup is a thrilling new drift race that combines the excitement of traditional drift racing with a unique national team-based approach. This competition focuses not only on individual rankings but also on the collective performance of national teams, making it a truly collaborative effort.

D2. Teams

Each national team in the Drift Kings Nations Cup comprises a minimum of two and a maximum of five drivers. In case of a breakdown or crash during the race, at least two main drivers must be available to continue the race.

D3. Qualifications

All drivers will complete two qualification laps, and the individual rankings will be published. The qualification rankings of the countries are determined based on the average score of their three highest-scoring drivers. If a team consists of only two drivers, then the score will be based on the average of two. The top 8 (or top 16) countries will be published from these rankings. A driver receiving a double 0 in qualification, or if they do not participate in the qualification, will not prevent them from representing their national team in the race.

D4. Race

To progress to the next round, a country needs to win at least 2 out of the 3 battles against the opponent country. The Team Captain will inform the line-up manager of the 3 drivers who will be participating in each round. The lowest qualified country always gives its team of 3 drivers first. The highest qualified country will then choose opponents for the battles and will also be the leader in all battles. If a national team shows up with only two drivers, the third battle will be automatically awarded to the opposing country.

This set of rules may be modified anytime during the season

or temporarily modified for one event, changes will be notified at the briefing.

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Rev A1.1 Tires 245 Pro2 for Hungary