



Drift[®] MASTERS



DRIFT MASTERS

Technical Rules

2025

Title	Date	Version
Technical Regulations Drift Masters 2025 Season	2025-01-01	009

Welcome to the 2025 Drift Masters Grand Prix

Since its inception in 2014, the Drift Masters Grand Prix(DMGP) has evolved from humble beginnings of a 3-round series on a small custom-built circuit to what is now recognized as the greatest drift championship on the continent with alliances across the globe. Year on year growth has not only seen driver numbers increase but also spectator figures, in attendance and online. We expanded the numbers of events to five in 2015, on to a constant six in 2016, 2017, 2018, 2019, 2020 - 2021 (less rounds - Pandemic), 2022, 2023, 2024. In 2025 Season we are about to hit 7 rounds in seven different countries.

DMGP as a championship has eclipsed and surpassed all expectations in such a short period of time but one trait has been constant throughout, professionalism. With the main nature of our business being high-speed motorsport, enforcing strict safety regulations from the offset will always be a core value to the DMGP team. When it comes to designing our drift venues, creativity is key. Each year brings the championship to new and exciting venues. From fully custom-built drift arenas constructed within professional football stadiums to taking over Formula One race circuits, DMGP has no boundaries. The championship itself may be based within the continent of Europe but it's reach and following spreads across the globe. Such is the desire to drive in the championship, the DMGP grid has featured drivers from the Europe, USA, Middle East, Japan, Asia and more.

2025 is set to be another record-breaking season after incredible 2024 year. Our team are ready to make the biggest and the best drift championship in the world and we're delighted to have you along for the journey.

Drift Masters

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1. COMPETITION VEHICLES

1.1 VEHICLE ELIGIBILITY

- A. Eligible models must be considered as a "production vehicle" and have a minimum build run of 2000 units.
- B. Eligible body styles include coupe, sedan, cabriolet or wagon and have no more than 5 doors.
- C. Vehicles must keep the original OEM steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points.
- D. Trucks, off-road vehicle, and pick-ups are not permitted. Exceptions to this are self-supporting bodies like Ford Sierra Pick-up and Holden UTE.
- E. Vehicles that do not meet the above eligibility must petition for approval from the DMGP technical advisor.
- F. Cabriolet vehicles and vehicle with removable roofs, must use a hard-top (factory applied hard roof).
- G. Only front engine cars are allowed for the competition.

1.2 VEHICLE ELIGIBILITY INSPECTIONS

1.2.1 VEHICLE ANNUAL TECHNICAL INSPECTIONS

If you wish to have your 2025 competition vehicle technically inspection prior to Round 1, please contact the DMGP office to discuss these options.

The cost of pre-season technical inspection will be dealt with on a case-by-case basis as it is influenced by factors such as, time, distance and number of visits required to ensure you meet the correct standards. Following this, the DMGP appointed technical inspector will arrange a date and time to meet with you to complete a full evaluation of your competition vehicle. Once the examination is completed, all further mechanical changes must comply with DMGP regulations.

Every competition vehicle must pass an annual technical inspection allowing it to compete in 2025 DMGP events. Drivers competing in individual DMGP rounds must also complete a full technical inspection before heading out on track. All vehicles successfully passing the technical inspection will receive a sticker from the race director and must be displayed for the full duration of the season. This sticker will be attached to the roll cage and will be prone to random checks throughout the season.

Only vehicles that have passed the annual inspection and have annual stickers attached will be able to compete, unless approved by the competition director.

The release of a technical sticker does not constitute approval of the design and operation of the vehicle or an indication that the vehicle meets all the required technical specifications. The technical sticker means that the vehicle passed a safety inspection and will be allowed to participate in training sessions, qualifications and DMGP drifting competitions.

The technical sticker will be removed by the technical commissioner from a vehicle that does not meet the safety requirements. In this scenario, it is the competitor's responsibility to repair, resolve or rectify any issues preventing the vehicle from passing the technical inspection and organizing the technical advisor to re-inspect the vehicle to determine whether the vehicle is eligible for competition. The competition director has the right to refuse any vehicle they deem unsafe or uncompliant with these technical regulations at any point and will be keeping a log of entries and issues throughout the season. During technical inspection of the vehicle, only one person from the team is allowed to be present as a representative for the vehicle being inspected. This individual must be contactable by telephone throughout the duration of the competition. All other members, drivers and crew are not allowed to enter the technical inspection area.

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1.2.2 VEHICLE EVENT TECHNICAL INSPECTIONS

All vehicles and driver equipment must pass a technical inspection before heading out on track. This includes vehicle testing, training, qualification, and competition. The location and time in which the technical inspections will be carried will be communicated before the beginning of the season and in the information, pack provided before each individual round of the 2025 season.

In addition, each vehicle is subject to further technical inspection during and after the competition, in scenarios of participating in another event. This examination will be carried out in time, place and manner specified by the organizers. The DMGP may at any moment stop and check your vehicle for inspection and/or exclude a competitor's vehicle from competition.

Failure to apply for any additional technical examination may result in disqualification from the competition or other penalties deemed appropriate by DMGP. All decisions made by the organizer and those responsible for the event regarding the schedule and methods of technical inspection are final and cannot be appealed.

The technical committee is the organizer's support in determining, in their opinion, the possibility of participating in the competition. The technical inspection in no way changes the fact that the driver, crew members and vehicles owner are ultimately responsible for the safety standard of the vehicle.

The competitor is aware of the technical condition of the vehicle and is fully responsible for preparing the vehicle in compliance with these regulations and at the same time is responsible for any possible consequences related to the resulting damage/consequences from the point of view of the Civil Code.

The participant agrees that he/she is sufficiently informed about the construction and operation of the vehicle, and the protective equipment and clothing are in accordance with all DMGP requirements and regulations, regulations, and contracts, including but not limited to those contained in the regulations. Any measures or tactics that could deceive the judges and/or the technical inspector or interfere in the assessment process are strictly prohibited. The consequences will be assessed by the DMGP committee.

1.3 STOPPING THE VEHICLE

The Competition Director and/or Technical Commissioner have the right to stop any vehicle participating in the competition when they deem it necessary.

1.4 OBLIGATION OF THE PARTICIPANT

DMGP allows in certain circumstances, a participant may be asked to take all steps required including the withdrawal of the vehicle and/or removal of parts to facilitate the technical inspection. This obligation includes, but is not limited to, installing inspection holes, inspection ports and/or other controls in the vehicle body, roll cage inspection holes, suspension components and the like. DMGP shall not be liable for payments, returns, damages or losses suffered by the Participant because of such controls.

1.5 MAINTENANCE OF VEHICLE ELIGIBILITY

It is the participant's obligation to maintain the technical condition of the vehicle throughout the duration of the competition.

1.6 VEHICLE MODIFICATIONS

Any vehicle that, after the Technical Inspector has issued an annual technical inspection sticker, has been dismantled, modified, or altered in any other way, which may affect its safety or challenge its technical condition, or if the vehicle has been involved in a collision with similar effects, must pass another technical examination. It is the responsibility of participant or team to notify the Competition Director of any modifications.

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1.7 VEHICLE DAMAGE

If a competition vehicle is damaged due to a collision or any other incident, the Technical Inspector may remove the annual technical sticker. Once repairs have been completed and a full inspection has been competition, the technical inspector will then issue a new technical sticker. It is the responsibility of the competitor and/or team to notify the Technical Commissioner of any damage.

1.8 RETENTION OF VEHICLES AND PARTS

Participant hereby grants Drift Masters, and each of their agents and assigns, full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other Items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectively “Items”), including such Items that may be relevant incident to the investigation of an incident; the inspection or testing of such Items; or for any other purpose. Drift Masters may exercise this right to take and retain Items at any time when Drift Masters determines in its sole and absolute discretion that such actions are necessary. Participant fully releases Drift Masters from any liability whatsoever for loss of, damage to, or destruction of any such Items. When an item is suspected of being out of compliance with a Drift Masters rule, or when an item has been involved in an incident, Drift Masters may in its sole and absolute discretion collect and retain such Items if Drift Masters believes it is necessary to do so to further investigate, make a final determination, and/or preserve evidence, all in Drift Masters’s sole and absolute discretion. At any time that Drift Masters collects and retains Items, Drift Masters will try to safeguard such Items and return such Items when Drift Masters has completed its work with them, but Drift Masters makes no representation or warranties that the Items will not be lost, damaged, destructively tested, destroyed, or otherwise affected. Drift Masters is not responsible for payment, reimbursement, damage, or loss to the participant as a result of compliance testing. If Drift Masters believes that an item should be retained or destroyed, or indefinitely or permanently retained, to prevent further use of such item in competition, Drift Masters may so retain or destroy such item.

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2. CHASSIS

2.1 CHASSIS MODIFICATIONS

- A. Modifications of elements such as: upper and lower suspension mounting points, bulkhead wall and central tunnel, main floor plate, braking system (foot brakes operating on 4 wheels) cannot limit the original functions of the vehicle.
- B. The original base, frame and/or solid floor must remain unchanged between the vertical planes formed by the foremost part of the front suspension mounting (Figures 1 and 2) and the rearmost rear suspension point (Figures 3 and 4) or the frame mounting point auxiliary.

Fig. 1

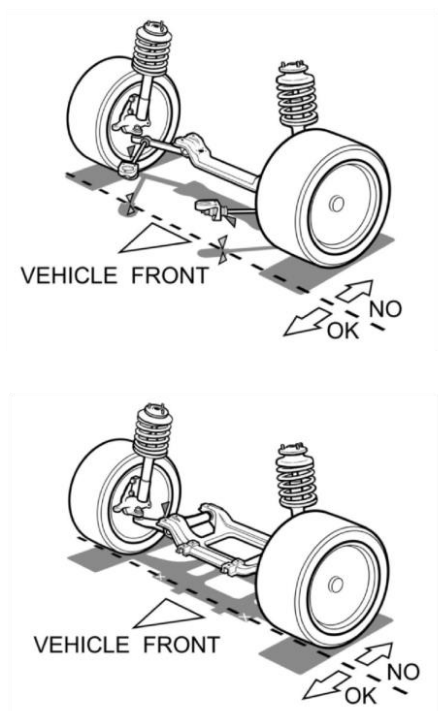


Fig. 2

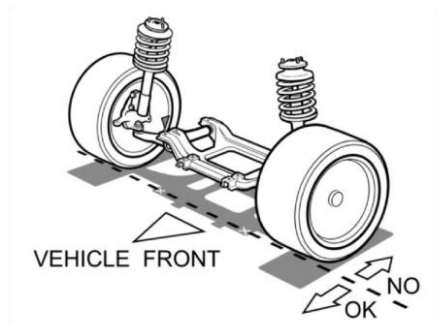


Fig. 3

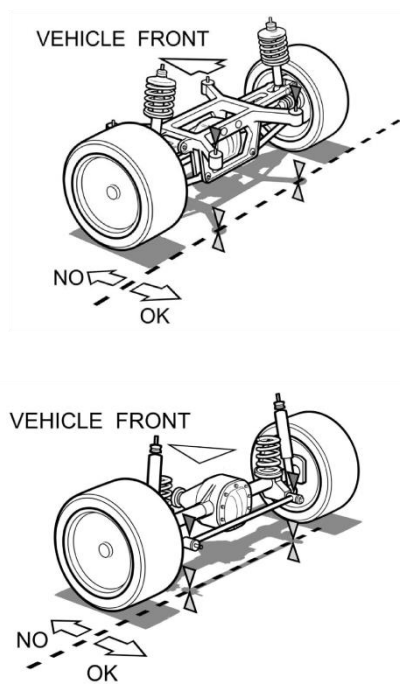
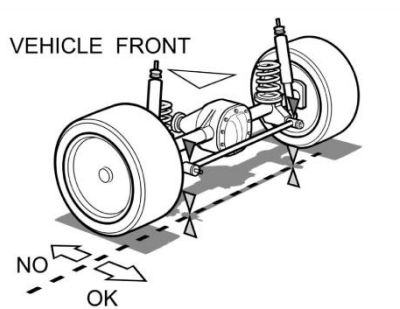


Fig. 4



- C. The original OEM floorpan, frame and or unibody must remain unmodified between the horizontal planes created by the original floorpan at the lowest horizontal plane to the roof at its

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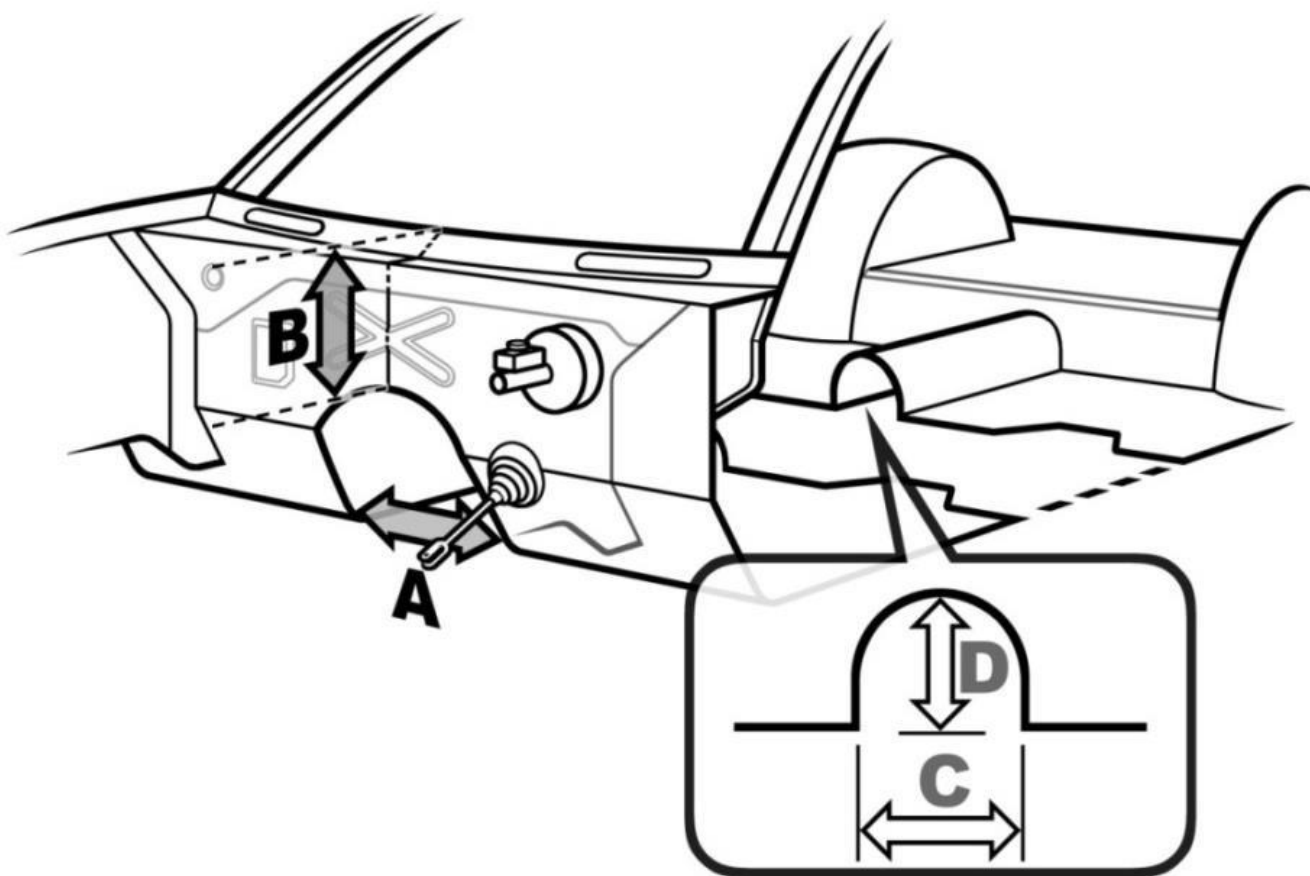
highest horizontal plane. With the exception of transmission tunnel and firewall dimensions listed below and Fuel cell rule and brackets for Seat mounting.

- D. Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, tabs or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel.
- E. The floor plate and bodywork can be joined with a weld seam.
- F. Laminating load-bearing bodywork elements is forbidden.
- G. Interior elements in an unmodified zone that can be removed, such as the original rear shelf, flaps or handles on unused steering columns, unused windshield wiper attachments and an external roof panel can be replaced with a composite panel.
- H. The cross members of the rear suspension/car body at the top of the rear suspension hubs may only be removed from the inside of the vehicle if a suitable equivalent design of equivalent strength is installed.
- I. No part of the engine may exceed the vertical threshold of the original bulkhead in the direction of the transmission tunnel.
- J. All openings in the firewall must have a minimum size for the passage of control lines and must be completely sealed to prevent liquids or flames from flowing from the engine compartment into the passenger compartment.
- K. It is allowed to use any light materials for the fenders, the roof covering, the engine cover, the boot, and the door. In the case of doors on the driver's side, the original mechanism of opening and closing such as the hinges must remain standard. The rear side door can be permanently blinded.
- L. Any holes in the firewall must be of the minimum size for the passage of controls and wires and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the drivers compartment.

2.1.1 FIREWALL AND TRANSMISSION TUNNEL

- A. Modifications to the firewall and gearbox tunnel must be made of min. 0.8mm steel or min. 1.6mm aluminium.
- B. Modifications of the stock, OEM firewall and transmission tunnel are show in the picture below:
- C. Dimension A: Tunnel Width may be no wider than 46 cm.
- D. Dimension B: Minimum dimension of 26 cm between the bottom of the windshield and the top of the transmission tunnel.
- E. Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 26 cm.
- F. Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 26 cm.
- G. Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 95 cm.

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2.2 ROLL CAGE

2.2.1 GENERAL

- A. All roll cage structures must be designed in an attempt to protect the occupants from an impact at any angle (360 degrees).
- B. Plating of chassis is prohibited.
- C. Bolts in roll cages are not allowed.
- D. No portion of the cage may permeate the firewall and shall be fully contained within the driver's compartment. Modifications to the roll cage clearance must have prior written approval from the COMPETITION DIRECTOR.
- E. No additional bracing may be used between the strut tower and the firewall.
Any number of additional reinforcing bars, gussets or supports is permitted within the confines of the roll cage.
- F. Modifications to the chassis or notching for roll cage clearance must have prior written approval from the COMPETITION DIRECTOR.
- G. Execution must be in accordance with Annex ["J" FIA](#).
- H. The roll cage must be equipped with 6 points or better to chassis/car body (Fig. 5). According to annex ["J" FIA, Article 253](#).
- I. For all new cars built for 2025 Season, all roll cage must be made according to appendix J 2020 article 253-8 : link :
https://drive.google.com/file/d/1p_XiUhuux3RRlItXmg0A9ldK4qoIYrLg/view?usp=sharing

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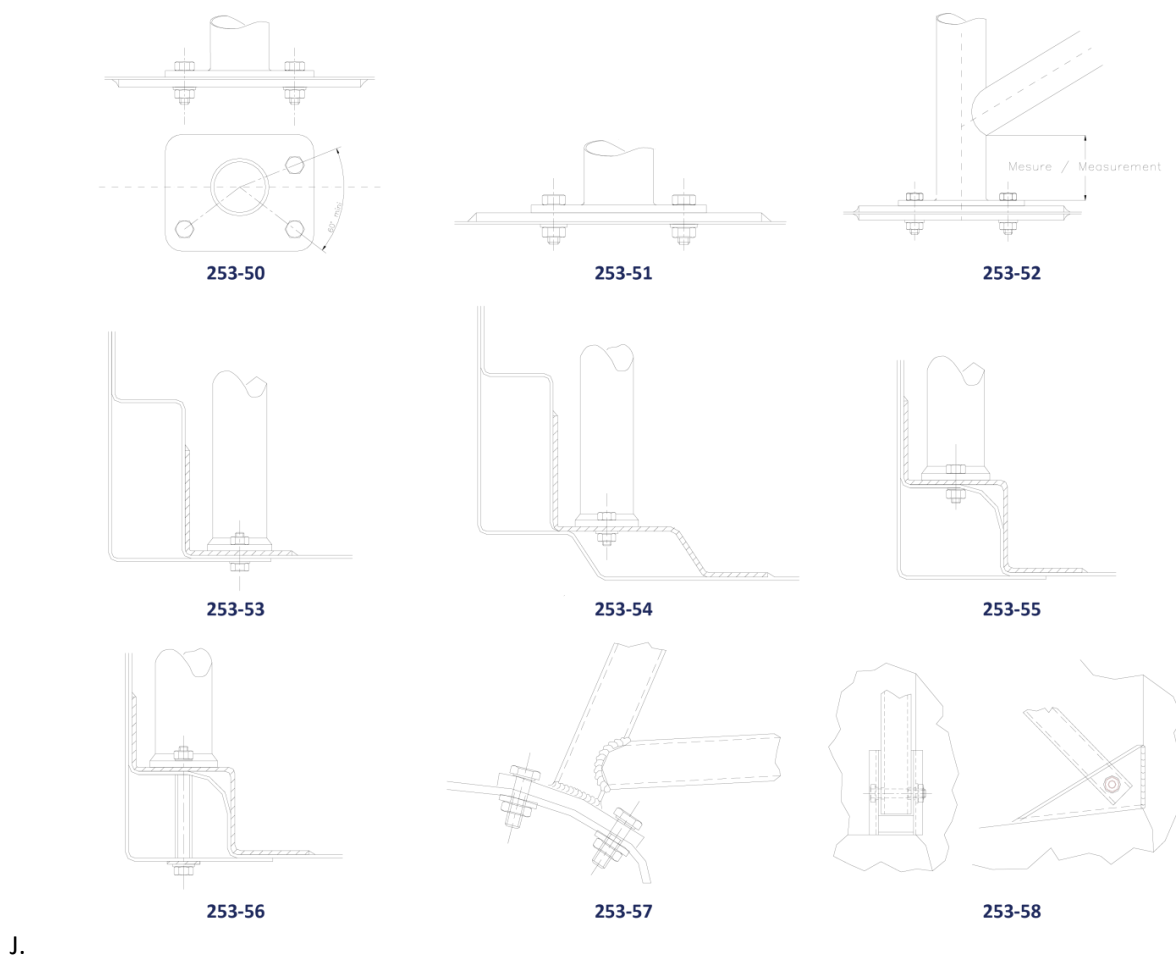


Fig. 5

2.2.2 ROLL CAGE LAGGING

Roll cage lagging must fulfil FIA 8857-B standard.

Roll cage padding is required wherever the driver's helmet can come into contact with the cage along the A-pillar on the driver's side.

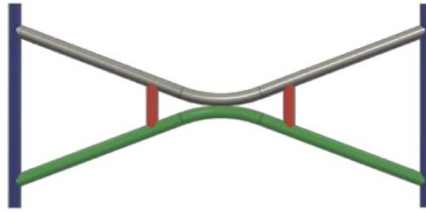
2.2.3 SIDE REINFORCEMENTS (Side Protection)

- A. All vehicles shall have a minimum of two door bars across each front door opening. The door bars may run parallel, or in the shape of an "X".

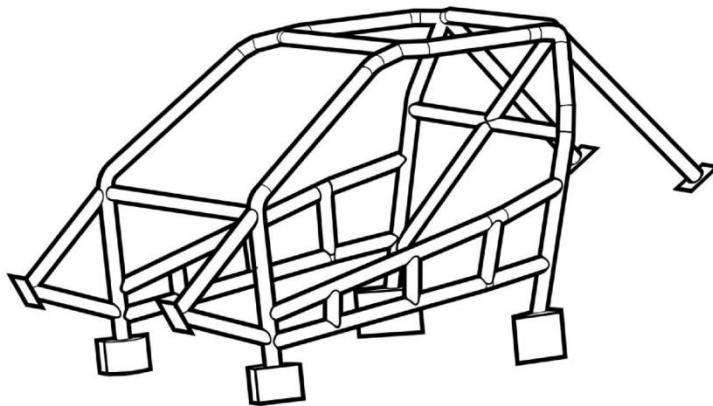


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- B. If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall connect the upper and lower door bars.



- C. Teams may also choose to install „NASCAR-STYLE" roll cage (recommended) inside the door (Fig.6) (2 horizontal crossbars and vertical supports) and extend into the outer skin of the door. In this configuration, the outer bands must also have at least three vertical tubular sections connecting the upper and lower rods.



LEFT HAND DRIVE CONFIGURATION

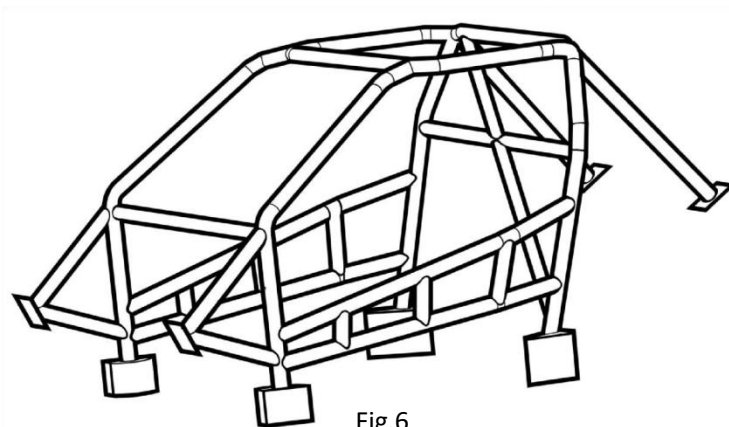


Fig.6

RIGHT HAND DRIVE CONFIGURATION

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- D. Side protection must not pass through the B-pillar.
- E. No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
- F. The inner door panel and door internals may be removed.
- G. All roll cage tubing specified in the requirements must be a minimum of 38 mm x 2.1 mm for all materials.

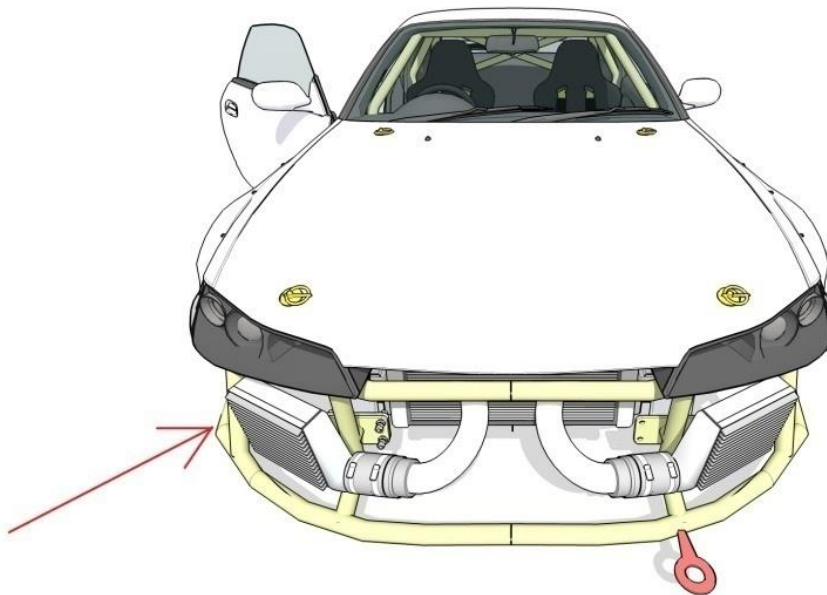
2.3 BALLAST

- A. The ballast must only be used to increase the weight of the vehicle.
- B. The ballast must be securely seated. The ballast floor must be reinforced with a welded steel plate (min. 5mm). The screws must be screwed in with washers.
- C. Ballast must be securely bolted in place with a minimum of one 1,3cm diameter grade 8 bolts.
- D. No weight shifting devices are allowed including but not limited to hydraulic or electronic devices.
- E. During the competition, the ballast can only be mounted or disassembled once to increase or decrease the weight of the vehicle.
- F. Ballast must be mounted ahead of the rear axle.

2.4 CONSTRUCTION OF BUMPER FRAME

- A. All vehicles must be equipped with secure front and rear bumpers.
- B. The bumper support frame must be constructed of 25 mm diameter steel tubes or 45 mm diameter aluminium tubes. The tube thickness must be between 2.0 mm and 3.0 mm respectively (Figure 7).

Fig. 7



- C. All bumper frame tubes must be empty.
- D. Bumpers must be attached to the vehicle by 2 means, for example 8mm welded bolts, on the side with a minimum hardness class 8.8. The combination of the internal bumper and the car structure should be made of pipes or profiles with parameters not lower than the original internal bumper. The construction of the bumper must not protrude beyond the outline of the car and must be completely under the outer bumper (see Figure.9 and Figure. 10).

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Fig.8

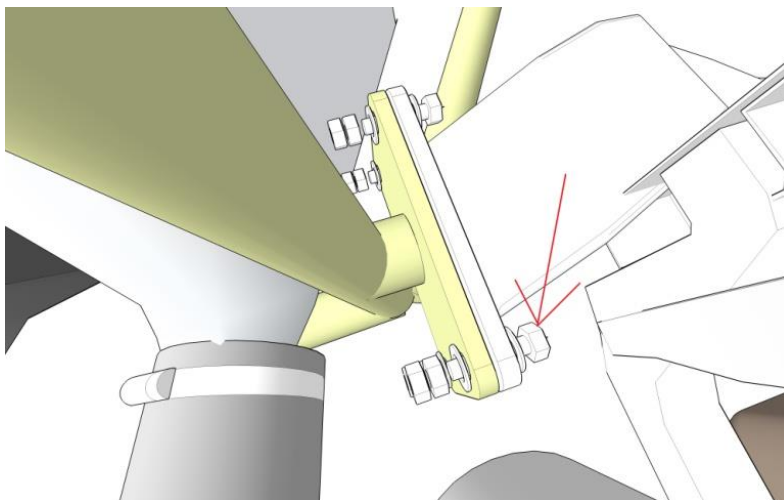


Fig.9

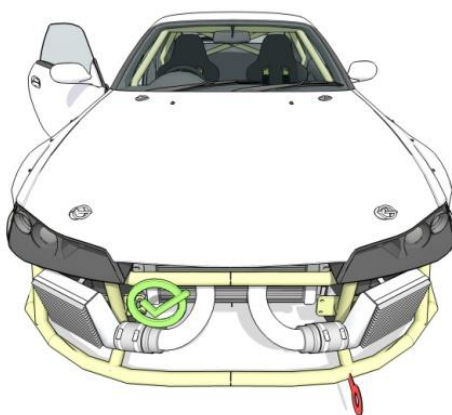
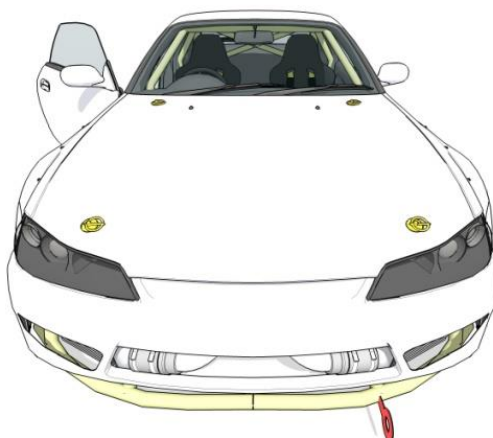


Fig. 10

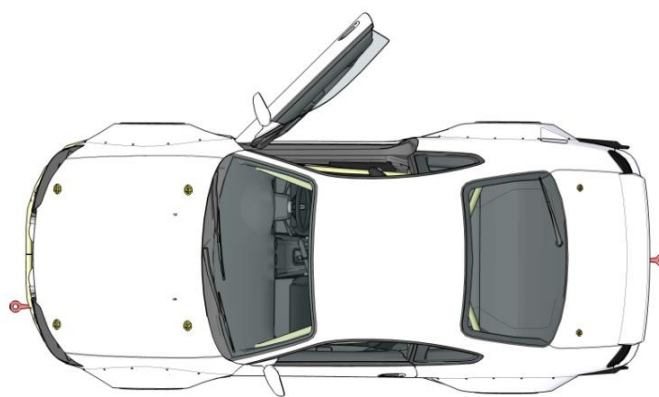


- E. Fasteners for bumpers with quick release clasps are allowed with tubular brackets (clasp support - rubber or plastic tube)

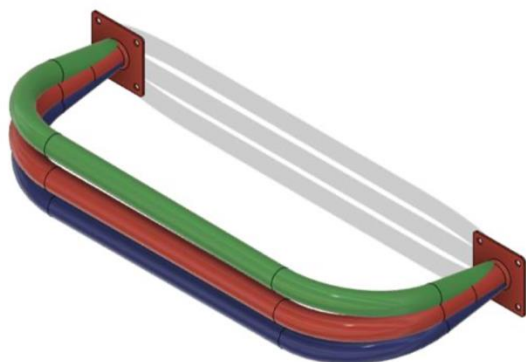
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- F. Bumpers must be rounded and/or covered to prevent the possibility hooking onto other vehicles.
- G. Frames/brackets must not be exposed and must remain behind the bumper plating with a minimum (25mm) distance between the bumper shell and the bumper support frame (Figure. 10).
- H. Bumpers must be rounded off or capped off to prevent becoming locked to or piercing another vehicle.
- I. The bumper must remain within the body line, without additional covers or body extensions (Figure 11).
- J. Bumpers covers must be approved by the DMGP technical inspector.
- K. Bumpers fixed with shock absorbers/shock absorbers and springs, pivots and sliding joints are not permitted.

Fig. 11



- L. Bumper must be mounted a maximum of ± 10 degrees from 0 degree (horizontal).



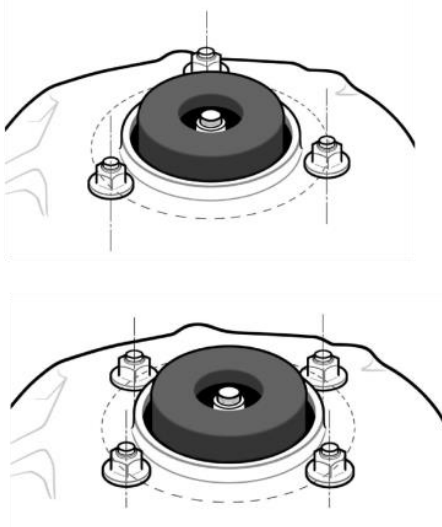
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3. SUSPENSION AND BRAKES

- A. Adjustable suspension from the driver's position is not allowed. For example, includes but not limited to, sway bars and electronic shock/damper adjusters such as the Tein EDFC.
- B. No changes/corrections to the suspension are allowed between runs in any way, for example remotely, servomotors, servos or engines of any kind are allowed.
- C. An adjustable brake bias from the driver's cab is allowed.
- D. The car must be equipped with a set of functional bolts or pins to secure the wheel to the car. If the rim has additional threaded holes - all bolts must be mounted.
- E. The competitor must be equipped with a spare set of nuts/bolts with nuts for fixing the wheels. It is recommended to replace the set of nuts/bolts twice a season.
- F. Spacers with a thickness greater than 20mm must be equipped with their own mounting bolts for the hub. The maximum spacers thickness is 60 mm.

3.1 FRONT SUSPENSION

- A. OEM front subframe and crossmember must be stock and available on the exact year make and model that is competing in Drift Masters.
- B. Suspension design type must be: Double wishbone, MacPherson strut etc.
- C. Modified or aftermarket suspension parts, including hubs, are allowed.
- D. Suspension relocation brackets that move suspension points or pivots regardless of if they are bolt into the chassis will not be allowed.
- E. The MacPherson strut (bolt) top mounting must remain in the centreline of the factory dimension of the bolt in the bodywork. The fixing must remain unchanged and be the only means to mount the upper column bracket. All screw holes must be kept and used (Figure. 12). WISEFAB type solutions are allowed. (can be some exceptions after approval from the DMGP)



- F. Vehicles with designs not shown in the regulations must contact the technical committee of DMGP for approval.
- G. The OEM pattern on the chassis must remain unaltered and be the only means of mounting the upper strut mount. All OEM bolt holes must be present and utilized
- H. Front subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed.

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- I. All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed.
- J. All original suspension attachment points must remain in their original position.
- K. Front subframes may only be modified to directly allow for oil pan/ starter clearance and steering rack relocation. The front subframe must remain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modifications, cutting, welding, strengthening, etc is not allowed

3.2 STEERING

- A. Modifications of steering components (steering rack, tie rods, etc) are free.
- B. This includes mounting the rack to the front / back subframe.

3.3 REAR SUSPENSION

- A. The original chassis mounting points must remain unaltered and in the original factory position.
- B. Suspension relocation brackets that move suspension points or pivots regardless of if they are bolt into the chassis will not be allowed.
- C. Intermediate frame and rear suspension trolley must be original and come from the factory.
- D. The original suspension design type must remain.
- E. Modified suspension elements together with the hubs are allowed.
- F. The rear suspension trolley must remain at the same attachment points, no shift in any direction will be allowed.
- G. Sub-frame must remain at the factory height, no relocation of the sub-frame on any plane will be allowed.
- H. OEM rear-subframes and cross-members must be stock and available on the exact year make and model that is competing in DMGP
- I. All original suspension and subframe mounting tabs must remain in the original position. NO cutting, welding, bending, drilling, or modifications of any kind will be allowed including subframe bushing to chassis mounts.
- J. Additional mounting tabs may be added to the subframe to relocate the suspension arm mounting points within a maximum of 5 cm on any plane from the original mounting position.
- K. Rear subframes may be modified to allow for mounting or relocating a differential. The rear subframe must retain at least one major member that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modification(s) such as cutting, welding, strengthening, etc is not allowed.
- L. If your vehicle has chassis tearing or subframe stud problems, please contact the DMGP Technical Department.

3.4 BRAKE SYSTEM

- A. The main braking system must operate all four wheels.
- B. The brake bias can only be split between the front and rear. Bias between left and right side is not acceptable.
- C. It is allowed to install two master cylinders (brake pumps).
- D. Brake systems that use a single (non-tandem) master cylinder to operate all 4 wheels are prohibited.
- E. Brake bias adjustment is allowed.
- F. If a pressure sensor has been used as a stop light initiator, it must be mounted on the front brake cylinder and must not be limited in any way.

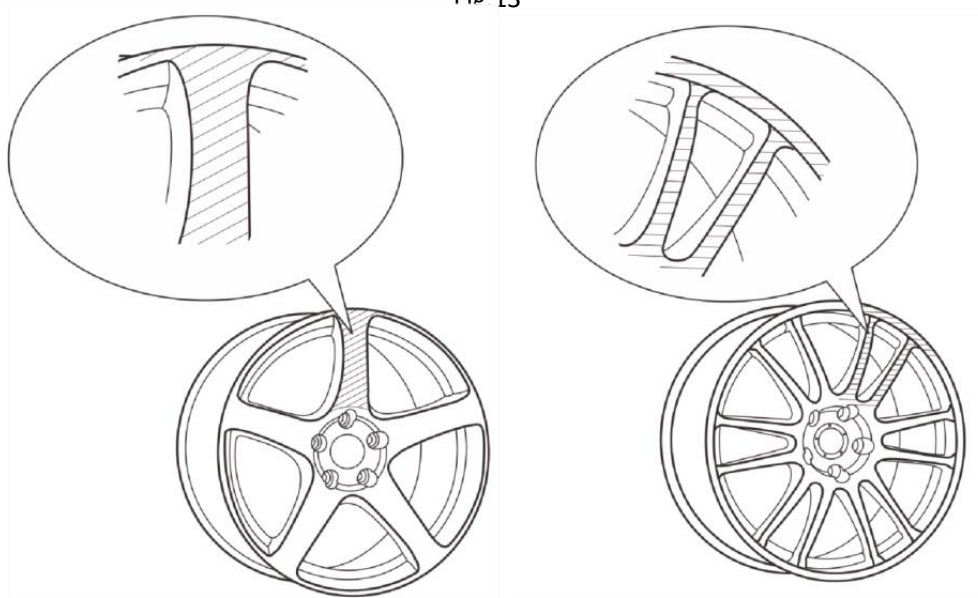
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- G. Extra brake light, LED type. These lights as LED strips with a minimum length of 50 cm each, must be mounted on the roof edges just above the front and rear windows, centrally in the axis of the car. The LED strip above the windscreen must not collide with the official organizer's banner nor may it be covered by it.
- H. The brake light must also work if the ignition is turned off, only a connection to the main power switch is required.
- I. Hydraulic handbrake systems are permitted as completely separate systems or as a pass-through system.
- J. Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass-through system.
- K. Additional braking system/handbrake - can operate on the rear wheels only.
- L. Dual master cylinder pedal assemblies are allowed.

3.5 WHEELS

- A. The size of the competition wheels does not need to coincide with the size of the OEM factory wheels. Maximum size of the wheels is 20"
- B. The use of additional locks between the rim and the tire is forbidden.
- C. The space between the rim and the inside of the tire must be filled with air only. There is not allowed to use inner tubes, tire fillers, foam, tubeless systems, and tire pressure relief valves.
- D. All vehicles must have a sticker in a contrasting colour on a specific part of each wheel or tire during official training, qualification, and competition (example: Figure 13)
- E. Tire stickers must be a minimum of 2.5cm tall with 2 stickers per wheel.
- F. Wheel coloration examples are in the figures below, the shaded areas are examples of allowed coloration placement. If you have any questions regarding the visibility or allowed wheel coloration placement, please contact the DMGP Technical Department.
- G. Center lock, mono lug, and center lug wheels are prohibited.

Fig 13



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4. DRIVETRAIN

4.1 ENGINE

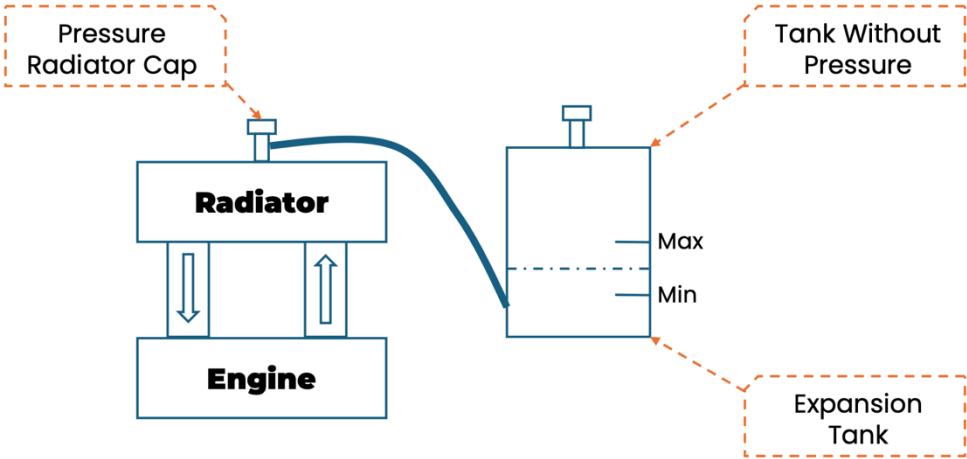
- A. Engine swaps and engine modifications are free, but engines can only operate on gasoline, diesel and ethanol blends. All other fuels require prior approval and written consent from the competition director.
- B. All systems relating to fluids must be always free of leaks.
- C. Throttle Drive-By-Wire systems are eligible for competition, but teams must provide ECU and PDM data logs of all system channels for all official practice and competition sessions at the conclusion of the event if requested by Competition Director. Failure to provide specified data will result in loss of up to and/or all competition points.
- D. All covers related to systems and the engine, such as oil, refrigeration, and fuel lines, must be covered with skids, non-slip plates and must cover the minimum area needed to protect these elements. The metal sliding plates should be made of 3.0 mm steel sheet or 4.0 mm aluminium. Cables must be routed outside the driver's cabin.
- E. Engine Control units from all manufactures are eligible for Drift Masters competition.

4.2 COOLING SYSTEM

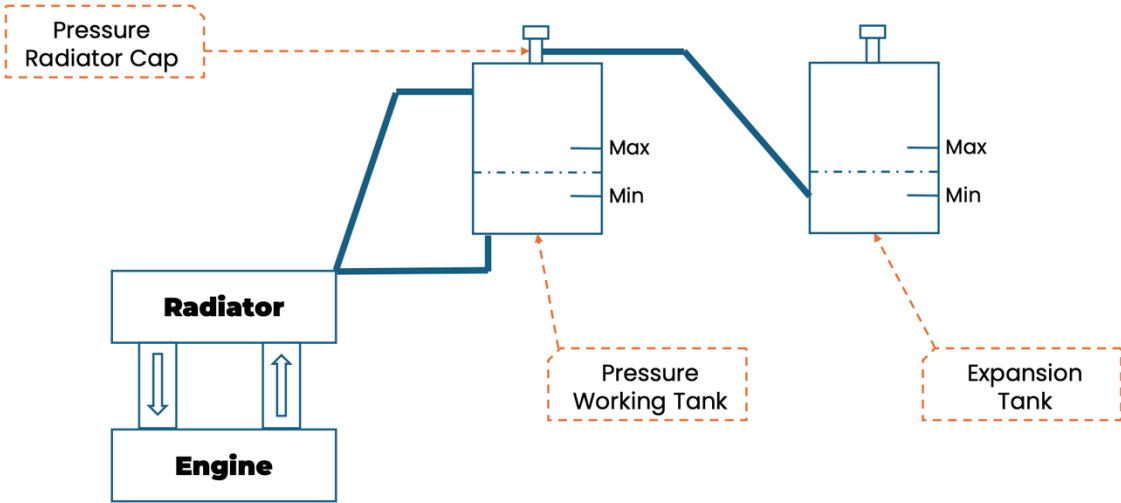
- A. Cooling system modifications are free but must be fully covered and free of leaks.
- B. Automatic water and gas (incombustible) sprayers are allowed during competition but must not be leaking on the track and start line.
- C. If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of 1.0mm steel, or 1.5mm aluminium. The floor of the enclosure must be designed to prevent accumulation of fluids. Cooling systems shall be filled with water or gas (incombustible) only. Expansion tanks with a minimum capacity of 1 litre are required. The expansion tanks must be securely attached and secured outside the driver's cab.
- D. Cooling lines and fittings shielded with fire sleeve can be used in place of the metal shielding requirements.
- E. All engine components and exterior components that support engine operation such as coolers, pumps, tanks, and lines must be separated from the driver's cab and be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- F. Radiators located inside the driver's compartment must be separated from the driver and may be ducted through a maximum of two 25 cm holes in the chassis floor.
- G. Radiators catch tanks with a minimum capacity of one (1) liter are required. Catch tanks must be securely fastened and sealed from the driver's compartment.
- H. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a minimum of 1mm steel or 2mm aluminium.
- I. Cooling systems shall be filled with water only. Coolant Additives such as NEO "Keep Cool" and Redline "Water Wetter" are allowed.
- J. A technical drawing illustrating the correct installation of engine cooling system components: The case of a different engine cooling system installation requires the approval of the technical director of the competition

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Type 1 Cooling System



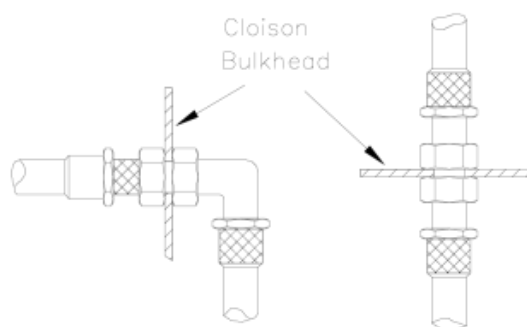
Type 2 Cooling System



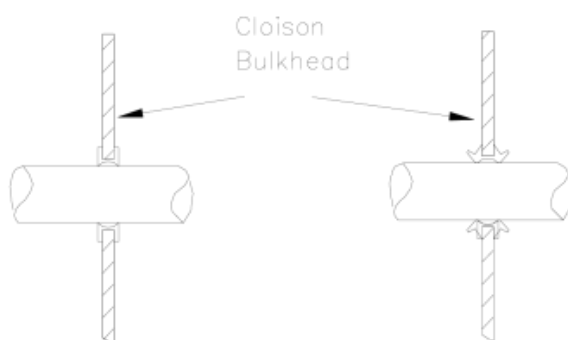
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4.3 OIL SYSTEM

- A. Modifications of the oil system are free but must be completely hermetic and free of leaks.
- B. Oil hoses must be machine tight or connected by means of threaded connections. All cable penetrations through fixed elements must be protected against mechanical damage in accordance with art. 253 of Annex "J".



253-59



253-60

- C. Oil tanks located in the driver's compartment area are prohibited. If located in the trunk area that is open to the driver; it must be separated from the driver by a metal enclosure made up of 1.0mm steel or 2.0mm aluminium.
- D. The floor of the enclosure must be designed to prevent accumulation of fluids.
- E. Oil catch tanks with a minimum capacity of 1 litre are required. Catch tanks must be securely fastened and sealed out the driver's compartment. Wristbands are mandatory on all breather filters.
- F. All components containing transmission oil, such as the engine, gearbox, and rear differential, must be equipped with a ventilation system.
- G. All exterior engine components and components that support engine operation such as oil cooler, accu-sump, dry-sump tank, oil filter, and oil lines must be sealed out the driver's cabin and

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protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.

- H. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a minimum thickness of 1mm steel or 2mm aluminium.

4.4 FUEL SYSTEM

4.4.1 FUEL TANKS/ CELL

- A. The fuel system design is free, but engines may only run-on gasoline, diesel, and ethanol blends. All other fuels require prior approval and written consent from the competition director. Cars using alcohol-based fuel, eg. E85, must have the appropriate markings placed at the bottom edges of the front and rear window. (Figure 14)

Fig. 14



- B. Safety fuel cells are required for all vehicles with a relocated fuel tank.
- C. Safety fuel cells must consist of a bladder enclosed in a metal container.
- D. Safety fuel cell support structures must be welded to the vehicle. Bolt on support structures is prohibited. The levelling load-bearing structure of the tank must be integrated into the vehicle body - it cannot be screwed on.



- E. If the factory fuel tank is retained, it must be mounted in the factory location and in the factory manner while being enclosed by the factory sheet metal.
- F. The fuel tank/cell must be separate and completely sealed off from the driver to prevent the passage of fluids or flames from entering the driver's compartment by a permanently mounted steel or aluminium bulkhead. The bulkhead in a hatchback vehicle must be affixed to the chassis and must be made from a one panel in order to seal off the driver's compartment.
- G. Fuel tanks can be installed inside the vehicle, preferably within the roll cage structure.
- H. The floor panel can be modified to match the fuel tank and pipes.
- M. The fuel tank vent pipes must have the same specification as the fuel lines; must be able to withstand pressure of 70 bar (1000 psi), temperatures of at least 135 degrees Celsius (250 degrees F)
- N. Fuel cells must be equipped with a flap valve (roll over valve) to prevent spillage in the event of overturning.

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- O. The fuel system must not leak on track, starting line or grid area.
- P. Over-filling your fuel tank causing leaks on track may result in penalties.
- Q. Pressurized refueling is prohibited.
- R. Installation of a discriminator valves may be required on vent lines to prevent fuel leaks.
- S. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a minimum thickness of 1mm steel or 2mm aluminium.

4.4.2 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. Fuel and oil hoses must be machine-made or use threaded connections.
- D. All fuels passing through the vehicle must be protected from sharp edges with the correct fittings or grommets (for example, the bulkhead)
- E. Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fuelling from outside the vehicle.
- F. The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk headed with 0.9mm steel or 15mm aluminium and sealed.
- G. There shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident as well as a one-way "flapper" valve.

4.5 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 mounting system must be secured to the body by 4 bolts or screws, grade 8.8, and minimum diameter 6mm (Figure.15).



Fig. 15

- D. The use of plastic bottle brackets is prohibited.
- E. The use of commercially available thermostatically controlled bottle warmers is accepted.
- F. The use of any other method of externally heating nitrous bottles are prohibited.

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4.6 EXHAUST SYSTEM

- A. Mufflers are not required.
- B. Special requirements for some tracks/venues may require a low noise level and must be adhered to. Drivers will be informed about these requirements or maximum dB level prior to the event.
- C. Noise testing may be carried out and if your vehicle does not the required dB level for that specific track/venue, you may be ruled out of the competition until you rectify the issue.
- D. Exhaust system modifications are free, but must exit past the rear axle or in the original location.
- E. We allow exceptions related to the exhaust system layout in the case of vehicles with diesel engines.

4.7 STARTER

All vehicles must be equipped with an on-board starter and power supply which must be in always working order.

4.8 TRANSMISSION / CLUTCH / DIFFERENTIAL

- A. All vehicles must be equipped with a functioning reverse gear.
- B. Transmission must have venting system finished with small oil filter or an oil “catch can”, installed above the transmission.
- C. Vehicles not equipped from the factory with a transaxle are prohibited from converting to a transaxle.
- D. Factory equipped transaxle vehicles are allowed to convert to a separate transmission and differential.
- E. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
- F. Clutch release must be manually operated by driver’s foot. (can be some exceptions after written approval from the DMGP)
- G. Automatic transmissions are not allowed (can be some exceptions after written approval from the DMGP)
- H. Dual clutch transmissions are not allowed (can be some exceptions after written approval from the DMGP)
- I. Paddle shifters are prohibited.
- J. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually
- K. Differential and rear-ends must remain single speed. Two / multi speed differentials are prohibited.
- L. Rear differential must have venting system finished with small oil filter or an oil “catch can”, installed above the differential.
- M. Flywheel Shield must:
 - Be made of 6mm minimum thickness steel plate
 - Be securely mounted to the chassis / unibody structure
 - Surround the bellhousing in 360 degrees.
 - Not be bolted to the bellhousing or the transmission o Extend forward at least 3cm ahead of the flywheel
 - Extend 3cm to the rear of the rotating components of the clutch and pressure plate.
 - special designed steel bellhousing as flywheel shield is allowed
 - Carbon shield is allowed - Example: CSR Super Shield CSR 838
 - Transmition “blankets” with SFI 4.1 are also allowed

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4.9 DRIVESHAFT

- A. All vehicles must have a driveshaft retaining loop mounted within 152.0 mm of the forward most universal joint and be securely attached to a unibody or frame structure
- B. The driveshaft loop may be made of minimum 6.0mm x 50mm wide steel strap or 22.0mm x 1.6mm steel tubing and must be securely mounted in case of universal joint failure (Figure 16)

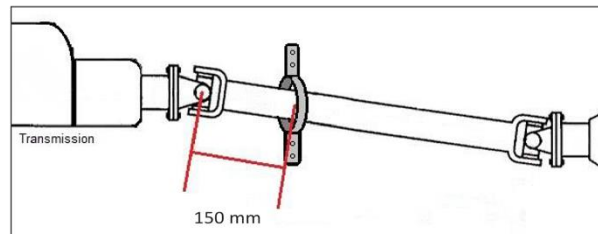


Fig. 16

4.10 TRACTION CONTROL

- A. Traction control, torque management, and other non-specified “driver aids” are not allowed including but not limited to linear transducers, speed sensors, driveshaft rpm, and steering position.
- B. The use of driver viewable in and on car cameras is strictly prohibited.
- C. Wheel speed and driveshaft sensors must be removed.

4.11 DATA MONITORING

- A. DMGP may require some or all vehicles to have Data Acquisition systems installed.
- B. These systems may be used for judging or for technical purposes.
- C. Any data collected is the property of DMGP, and discretion will be used to keep it confidential between the team and DMGP as necessary, however data used for judging purposes may be disclosed to other teams depending to situation.
- D. If required, details regarding sourcing, installation, and operation of a Data Acquisition system will be referenced in official DMGP publications including but not limited to Supplemental Regulations, Bulletins or Memos.

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5. ELECTRICAL SYSTEM

5.1 BATTERY

- A. The battery must be securely mounted, and the positive terminal completely insulated to avoid contact with any other metal parts.
- B. Maximum of two batteries are allowed on vehicles with an internal combustion engine. All batteries must be connected and in use.
- C. The batteries must be mounted in one place.
- D. Relocated batteries must be fastened to the frame or unibody with a minimum of two 10.0mm diameter bolts with minimum Grade 8.8.
- E. Plastic holds down brackets and J bolts or hooks are prohibited.
- F. Relocated batteries must be located in a sealed box bolted with the battery fastened.
- G. The battery must be located inside the box securely bolted to the unibody/chassis and properly vented and drained (Figure 17)

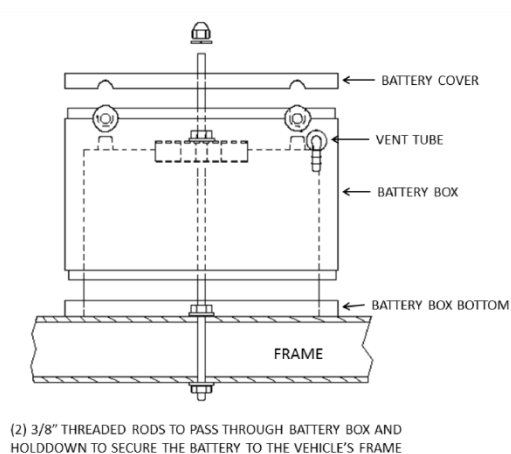


Figure10

Fig .17

5.2 MASTER CUTOFF

- A. Master electrical cut-off switch, wired to completely shut off all electrical system function is mandatory.
- B. The additional switch must be placed outside the vehicle, on the left side cowl just below the windshield and must be clearly marked with the appropriate "OFF" marks.
- C. The internal cut-off switch must be positioned so the driver fully strapped in and steering wheel in place during the competition can be reached.
- D. Electrically operated fire suppression systems are mandatory and must mounted outside the vehicle, on the left side cowl just below the windshield and must be clearly marked with the appropriate "OFF" markings.
- E. The electrical terminals of the cut-off switch and/or any relays used in the electric circuit must be properly insulated and fixed.

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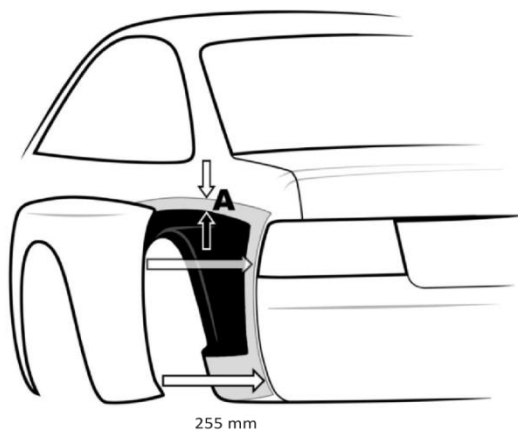
5.3 IN CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT

- A. DMGP has the right to assemble recording equipment (video or/and audio) inside or outside of the car.
- B. Changing, adjusting, switching off or manipulating any device belonging to the DMGP media team is prohibited.

6. BODY EXTERIOR AND INTERIOR

6.1 BODY PANELS

- A. Panels must be clean, free of damage and presentable for competition.
- B. All bodywork must be painted or covered or/and covered with the foil and securely attached to the vehicle.
- C. Modifications to the following parts are allowed: rear body, front and/or rear fenders, side covers and spoilers.
- D. The expanding mudguards are allowed and should be permanently attached.
- E. Body work that is not designed as OEM or an OEM replacement of the original make and model of the vehicle must be approved by DMGP.



- F. The bumper bar covers must be approved by DMGP officials.
- G. 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.
- H. All additional panels and aerodynamic devices must be securely attached to the vehicle and subject to approval by the Technical Commissioner

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6.2 DOORS

- A. Doors must be mounted to the chassis with unmodified factory hinges. (Quick release doors are prohibited).
- B. The door must open through the factory hinge mechanisms.
- C. The mechanism that activates the lock and the door lock inside and outside must be functional and easily accessible so that the driver can efficiently leave the vehicle.
- D. Doors with an exposed interior must have the sharp edges removed or covered.

6.3 WINGS

- A. No vertical aerodynamic elements may be added to vehicles other than rear wing end plates.
- B. Wings must be securely bolted to the vehicle and use of quick release pins are prohibited.
- C. The installation of these devices may not obstruct the view, from any angle, or operation any of safety device, signalling light, indicator, or other equipment.
- D. The Technical Inspector and the Competition Director can decide to disassemble the spoiler/wing for any given competitor at any stage of competition.

6.4 WINDSHIELD

- A. Windshields must be OEM glass or Lexan/polycarbonate replacement.
- B. Lexan/polycarbonate windshields must be a minimum thickness of 4.7mm.
- C. Lexan/polycarbonate windshields must be securely mounted and have a vertical brace 19mm wide x 1.55mm aluminium which is securely mounted down the centre of the opening on inside the vehicle.
- D. Windshields must be clear, and use of tint is prohibited.
- E. Vehicles with Lexan/polycarbonate windshields must provide a permanent rigid camera mount at the top of the windshield under the windshield banner for a stable mounting position of the dash camera.

6.5 WINDOWS AND WINDOW RESTRAINTS

- A. Door, quarter, and rear windows must be OEM glass or clear/polycarbonate with minimum thickness of 3,17 mm 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 window openings whenever the vehicle is on-track.
- C. Side windows and rear windows must be clear, use of tint or wrap is prohibited.
- D. Competitors have to use arm restraints and full helmet, if he chose not to have side window or have a window net.
- E. Competitors with convertible vehicles must use arm restraints and the full helmet.
- F. If driver chose to use window net, it must cover the full length of the window.

6.6 WIPERS

Vehicles must have a functioning windshield wiper or wipers.

6.7 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 recommended.

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6.8 HOOD PINS

- A. A minimum of two, a maximum of four clips evenly spaced on the mask are required. The original mask zipper must be removed.
- B. Rear cover - minimum two clasps are required, evenly distributed at the back of the flap. The original flap lock must be removed.

6.9 DECALS

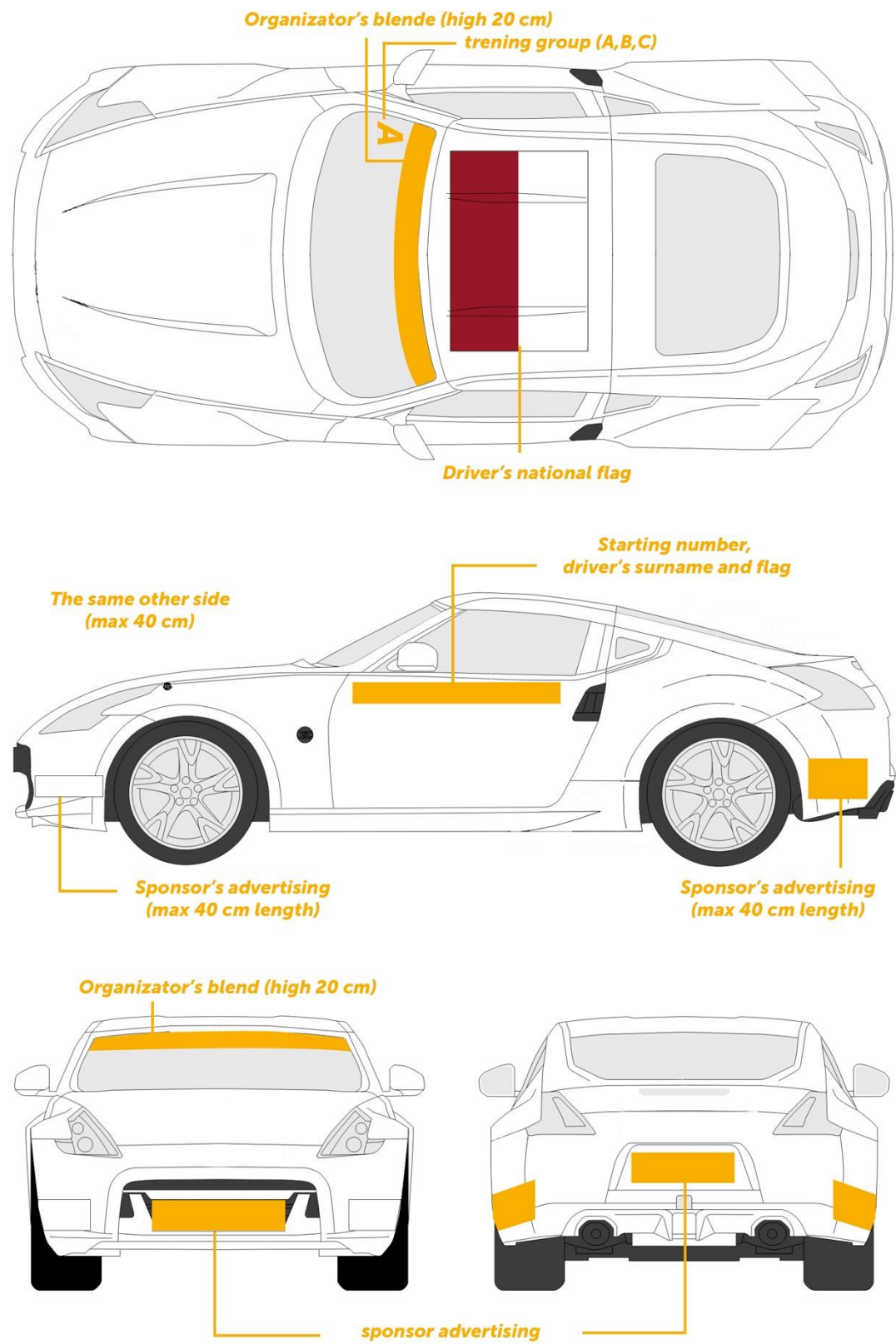
- A. All required DMGP and/or other decals or markings must be present in the specified location.
- B. DMGP windshield banners are required at all times during training, qualification and competition.
- C. DMGP reserves the right to have any decals, marks, or other items removed or covered at their discretion.
- D. Competitors may also be required to carry event specific sponsor/ contingency decals.
- E. A minimum fine of 500eur per event will be issued to any violators.
- F. If any of the DM Partners stickers has a clash with drivers Sponsorship stickers, please contact office@driftmasters.gp.

6.9.1 DECAL PLACEMENT

All competing vehicles must carry the following mandatory decals, as well as any other symbols (decals) as required by DMGP via supplemental regulations, memos, and other communications.

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6.9.2
DECALS PLACEMENT KEY



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6.10 TOWING APPARATUS

Vehicles must be equipped with towing hooks at the front and rear as follows:

A. Front end:

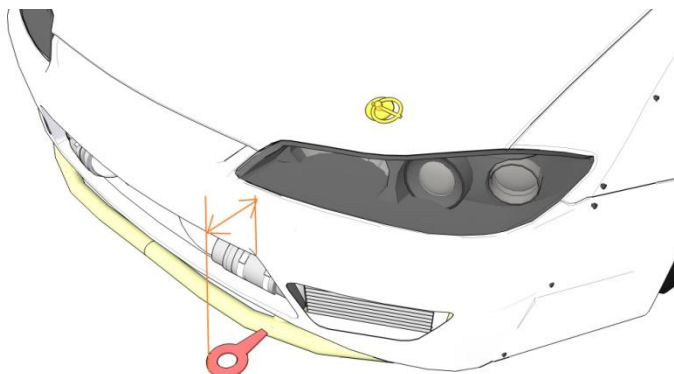


Fig. 19

B. Rear end:

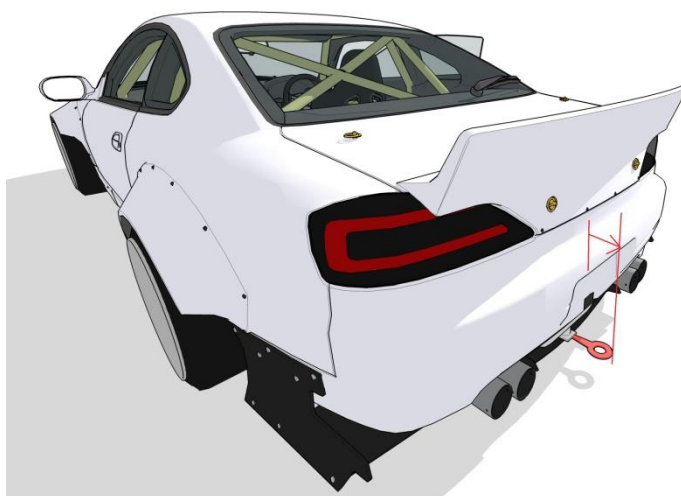


Fig. 20

- If the hook is made of metal, it may not protrude more than 75.0 mm and it may not have sharp edges (Figure 19 and Figure 20).
- The nominal load of hook must not be less than the total vehicle weight, and the minimum internal diameter must be at least 50 mm.
- The hook must be coloured in a colour that contrasts with the body of the vehicle.
- If the hook is not clearly visible, it must be clearly marked with the word "TOW" or arrows in a colour contrasting to the colour of the bodywork.

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6.11 LIGHTS

6.11.1 OEM LIGHTS

- A. All OEM lights must remain in place. Headlights, taillights and brake lights must operate normally.
- B. Brake lights must only be red, tinting is prohibited.
- C. Rearward facing strobe lights of any colour are strictly prohibited.
- D. Any variation of red and/or orange headlights are prohibited.
- E. Headlight replacements and modifications must be approved by the Technical Inspector prior to heading out on track.
- F. The use of electrical, mechanical, and/or hydraulic cut-off switches, relays, or any other device that that make the brake lights inoperative in any way are strictly prohibited.
- G. Forward facing light bars may be prohibited in certain scenarios such as chase position battles during night events. Alternatively permitted LED light bars must be directed downward and must not blind oncoming drivers or interfere with the cameras used for LIVE broadcast production. The decision to approve LED strips will be made by the event's technical director.

6.11.2 FRONT BRAKE LIGHT STRIP / THIRD BRAKE LIGHT STRIP / EXTERIOR LIGHTING

- A. All OEM lights must remain in place, Headlights, taillights, and brake lights must function normally.
- B. Headlight / taillight replacements and modifications are subject to approval by the COMPETITION DIRECTOR.
- C. Light strips must be connected to the existing brake light circuit.
- D. Front brake light strip must be mounted on the roof above the windshield banner.
- E. Brake light strip must be mounted on a fixed non-removable panel or structure.
- F. Brake light strips must be at a minimum 50cm long.
- G. Damaged light strips with over 50% not functioning will need to be replaced prior to competition.
- H. Rear Brake light strip must be visible from the rear of the vehicle.
- I. All night rounds will be required to run under-car lighting.
- J. 1,5m of LED lighting will be required on the left and right side of the vehicle.

6.12 INTERIOR

- A. The interior of the vehicle must be clean and professional finished.
- B. All non-essential and/or loose items must be removed.
- C. All carpeting and/or sound deadening material must be removed.
- D. Supplemental Restraint Systems (SRS) must be removed.
- E. The competitor's cabin must be separated by a barrier made of non-combustible materials, maximum the protection of the competitor, in the case of fuel tank, oil tank or accumulator in the cabin or trunk.
- F. Passenger side floorboard must be clean and free of obstructions for a passenger such as a nitrous bottle, suit coolers, and batteries.

6.13 STEERING WHEEL

Any steering wheel except wood rimmed may be used.

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7. DRIVER'S SAFETY EQUIPMENT

7.1 HELMET

- Competitors must use helmets with FIA homologation. Drivers with facial hair must wear face shields constructed of fire-resistant material (i.e. balaclava or helmet skirt).
- All drivers and passengers must wear a safety helmet during on-track sessions. Helmet chin straps must be buckled or fastened while on track.
- Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material (i.e. balaclava or helmet skirt).
- Cameras cannot be mounted to competitor's helmets.
- In the case of transporting passengers (on request from the event organizer) it is required that the passenger has a helmet with the approval of the admission for use in motor sports. It is recommended to use helmets with FIA homologation (up to 5 years).

7.2 DRIVING SUIT

- Competitors must have one-piece suits, shoes, gloves, balaclava, and socks with approval - current or up to 5 years - for motorsports. (Figure 21)
- Gloves, shoes and socks are required and must be fire-resistant material and certified to FIA 8856-2000 specs.
- Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
- Fire-resistant underwear is mandatory (FIA certified up to 5 years)
- All drivers must carry a DMGP series Logo on the uppermost chest of the driver's suit and team uniform. Other official series sponsor patches may be required - **Contact the Drift Masters office to obtain the digital file or patch.**

Fig. 21

In compliance with : FIA Standard 8855-1999	
Manufacturer Name : Name of Manufacturer	
Serial n° :	xxx xxx
Model :	Model Name
Homologation N° :	CS.xxx.xx
Date of Manufacture :	MAY 2012

7.3 EYEGLASSES

Any competitors wearing corrective eye wear during competition must be made of safety-glass type.

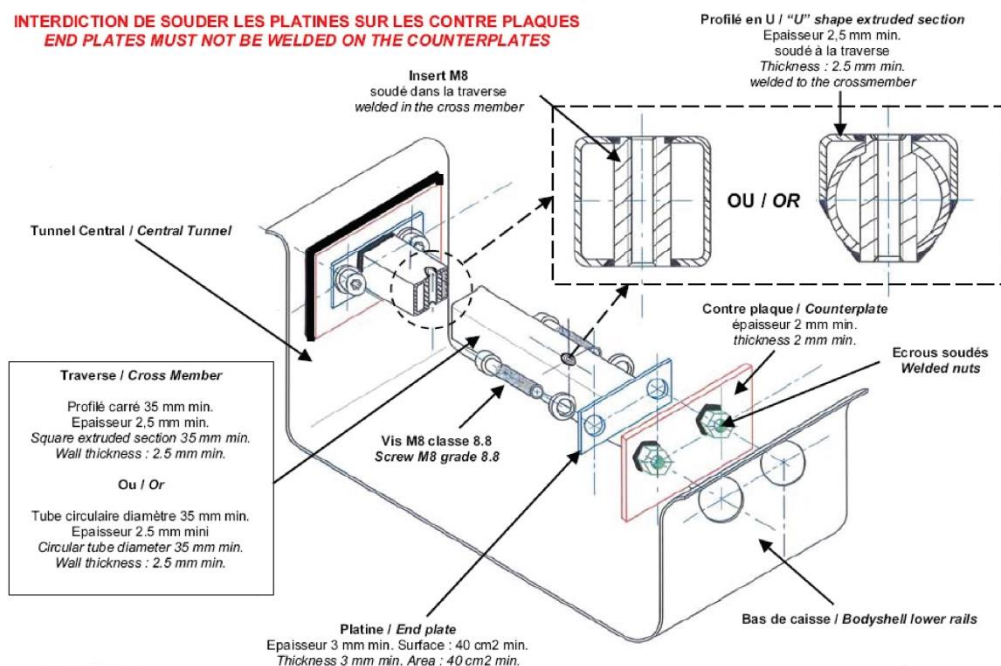
7.4 SEATS

- The car must have a bucket driver's seat, which has FIA approval (up to 5 years).
- The seat must be permanently mounted, it is forbidden to use sliding rails.
- The passenger seat is prohibited. DMGP may ask some of the drivers to install a passenger seat for some co-driving drift taxis during the Season.
- The homologation labels must be visible.

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7.4.1 SEAT SUPPORT

- The seat brackets can be attached to the seats of the original seat anchors.
- The seat brackets can be attached to additional crossbars, which are welded to the body by means of end plates with a surface area of min. 120cm² and thickness minimum of 3mm. "U" profile crossbars must be made of an angled steel sheet of minimum 2.5mm and minimum dimensions 35 x 20mm. (Fig.22)



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- The passenger seat must meet the same requirements as the driver's seat.

7.4.2 MOUNTING HARDWARE

All hardware used in the mounting of seats, or other structural supports must be Grade 8.8 or better. The diameter must be not less than 8.0mm.

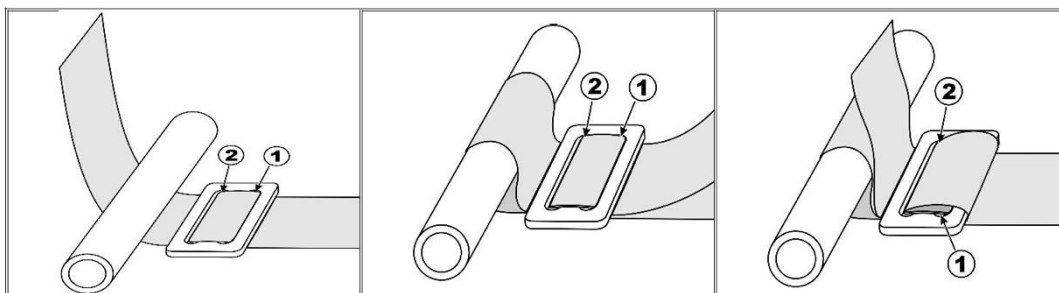
7.5 SEAT BELTS

- All competition vehicles must have a driver and passenger harness with a minimum six-point mounting system with a valid FIA homologation.
- These requirements must be fulfilled throughout the whole period of training, qualification, and competition.
- A minimum six-point mounting system is required.
- The fastening system must consist of four hip belts, 7.5cm shoulder straps or 5.0cm shoulder straps.
- Head and neck stopper and single or double hook with a minimum of 5cm tape.
- There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.
- 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. FIA belts are dated with an

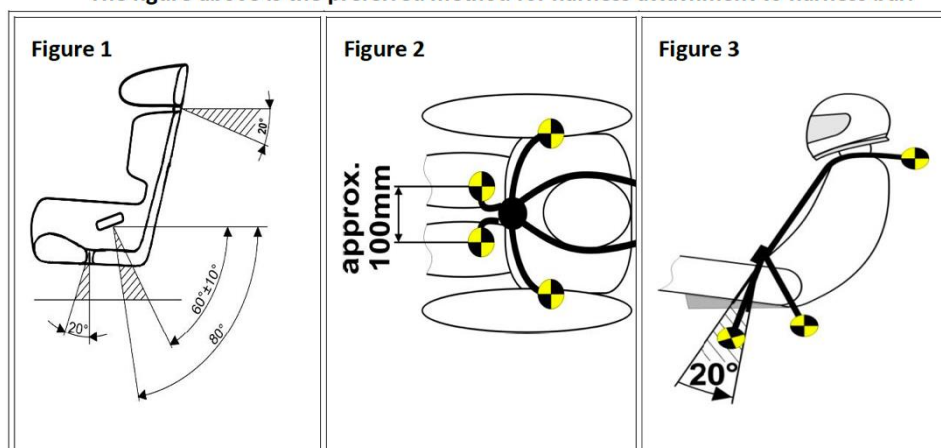
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expiration year with the belts expiring on December 31st of the year punched or printed on the FIA tags.

- H. FIA belts have a certification period of 5 years plus the remaining months of the year purchased.
- I. 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 the harness. The team will then have to replace the belt.
- F. All shoulder straps must meet FIA homologation.



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



- G. There shall be a single release clasp to the lap belt, shoulder belts, and sub-strap harness. 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. Each harness is punched with the year and month of manufacture.
- H. G type belts. SFI 16.1 must have a 7.5cm lap belt. 5 cm head and head restraints are permitted when used with an approved head and neck limiter SFI 38.1.
- I. H type belts. SFI 16.5 can have a 5 or 7.5cm lap belt. 5cm head and head restraints are permitted when used with an approved head and neck limiter SFI 38.1.

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7.6 HEAD, ARM AND NECK RESTRAINTS

- A. Head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are required 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 acceptable for 5 years from the month and year punched on the SFI label. FIA 8858 devices do not require recertification, however the date/year printed on the tether must not be removed.
- C. After any significant impact, it is recommended that the device tether be replaced.
- D. Competitors may choose to use arm restraints in lieu of windows or a window net.
- E. Competitors with convertible vehicles must use arm restraints.

7.7 FIRE SUPPRESSION SYSTEM

- A. All vehicles must have an on-board fire suppression system.
- B. The fire extinguisher bottle must be mounted so that it can be removed easily for verification of full charge by weight.
- C. A nozzle outlet must be directed into the driver compartment but must not be pointed directly at the driver.
- D. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment.
- E. 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 OEM fuel tank access panel. 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 meets SFI spec 17.1 will be permitted.

7.7.1 APPROVED FIRE EXTINGUISHER SYSTEMS

- A. Those approved by the FIA on Technical List No.16 or certified to SFI Spec 17.1
- B. The minimum amount of extinguishing agent needed depends on the type of extinguishing system used.
- C. All systems must be equipped with pressure contents measures. This does not apply to non-pressurized systems with a Co2 propellant cartridge.

7.7.2 INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

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

7.7.3 FIRE SYSTEM MOUNTING

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

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7.7.4 TRIGGERING DEVICES

- A. Any trigger system with its own source of energy is allowed, provided that all extinguishers can operate in the event of failure of the main electrical circuits of the vehicle.
- 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 switch/apparatus must be located on the dashboard, or centre console, and must be marked with a letter "E" in red, inside a white circle of a least 5cm in diameter, with a red edge.
- D. A second fire system activation switch/apparatus must be fitted for external access.
- E. The approved locations for the second switch are along the A-pillar or on the windshield cowl in close proximity to master electrical cut-off switch. It also must be marked with a letter "E" in red, inside a white circle of at least 5 cm in diameter, with a red edge.

7.7.5 NOZZLES

- A. The nozzles shall be of the same size 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.

7.7.6 SAFETY PINS

All fire safety pins must be removed while in staging, grid, and on track, and secured again upon the vehicle's return to the driver's position in the paddock. If the car is equipped with an electric triggering system, it must be turned off while the car is stationed at the competitor's position in the paddock.

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8. **TIRES 2025 SEASON**

8.1. TIRE REGULATIONS

- A. The size of the wheels does not have to correspond to the size of the factory wheels.
- B. The use of re-treaded tires is allowed.
- C. The use of slick tires (dry and wet) on front and rear wheels is not allowed.
- D. The maximum permissible rim diameter is 20 inches.
- E. The maximum permissible tire width used on the rear axle wheels is 285mm
- F. Tire sizes are as measured in mm across the span of the contact patch with the official DMGP tire tool.
- G. A DMGP official may also check tire size at any time during the event.

8.2. TIRE MEASURING PROCEDURE

1. Rear tires will be measured while on the vehicle, on the ground, in a ready-to-drive state.
2. Tires will be measured across the width of the tread 7.5cm up from where the tread meets the ground, from the rear of the vehicle.
3. The measuring device is a flat sliding ruler with 2 legs extending out from the flat at 45 degrees. With the legs contacting the sidewall, and the flat contacting the tread, the dimension defined by the scale is the measured width of the tire.
4. The official measuring tool will be available from Drift Masters directly for use.
5. Tire size may be measured and verified on track before or after tandem battles and qualifying



Official DM Tire Tool

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8.3. TIRE MODIFICATION

1. Any attempt to modify tires in any manner is prohibited. "Grooving" or "Shaving" of tires is prohibited.
2. The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.
3. Tire warmers or any other means of artificially altering the tire temperatures are prohibited.
4. Tire balancing with fluids or internal loose weights is prohibited.

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Valino Pergea was developed with idea:

The strongest Drift Tire". PERGEA tire being put through lots of hard battles and always succeed. This tire has intense gripping force, great balance in all dimensions and overwhelming performance control. Utilizing results through numerous tests thoroughly performed by international drivers like Naoki Nakamura, Tetsuya Hibino, Andrew Gray (Formula Drift Japan Champion) and Piotr Więcek (Drift Masters European Championship Champion).

Expect Overwhelming Performance from VALINO PERGEA



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phone : +48 502 197 149



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9. GENERAL PROVISIONS

- A. During the competition, both the driver's and passenger's window must remain closed.
- B. It is recommended to use protective grids/window nets on the driver's side.
- C. It is recommended to use OEM metal doors with reinforcements on the driver's side.
- D. The use of a non-OEM front/motor cover requires the use of safety clips.
- E. A car whose design suggests that it could pose a threat to the safety of other drivers may be excluded from the competition by the Technical Inspector or Competition Organizer.
- F. The organizer reserves the right to refuse any driver or vehicle to take part in competition at any stage, who does not meet the safety requirements and does not comply with the instructions of the DMGP officials.