



Drift[®] MASTERS

DRIFT MASTERS

General Rules
2025



Introduction

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), 2025, 2025, 2025

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 its 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, Asia and more.

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

General Inquiries

office@driftmasters.gp

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REGULATIONS Drift Masters 2025

ARTICLE 1. GENERAL PROVISIONS

1. Drift Masters 2025 ('DM') is a periodical drifting competition, owned and organised by Drift Masters Grand Prix Sp. z o.o. ('DMGP') having its registered office in Płock, ul. Otolńska 25, 09-407 Płock, office@driftmasters.gp ('Organiser'). The Organiser shall have the right to order the organisation of individual rounds and/or of the entire Grand Prix to other entities.

2. The Regulations of Drift Masters ('Regulations') is a document setting forth the principles governing the competitions and terms and conditions of participating in drifting competitions. The Organiser shall be responsible for conducting the competitions in accordance with the provisions set out in these Regulations.

3. Any competitions, eliminations and training sessions organized by Drift Masters shall be conducted in accordance with the provisions set out in these Regulations.

4. Road Traffic Law regulations shall not apply to drifting competitions organized in closed facilities and racecourses.

5. In 2025, DM is organizing 7 rounds (7 sports weekends) of competitions on the following dates and in the following locations respectively:

Drift Masters Round 1, Italy, Vallelunga Race Track, Rome - 25-26 April

Drift Masters Round 2, Spain, Circuito del Jarama, Madrid - 17-18 May

Drift Masters Round 3, Finland, Huuvaltio Powerpark, Harma - 6-7 June

Drift Masters Round 4, Ireland, Mondello Park, Kildare - 28-29 June

Drift Masters Round 5, Latvia, Bikernieki Race Track, Riga - 25-26 July

Drift Masters Round 6, Germany, Ferropolis, Grafenhainichen - 14-16 August

Drift Masters Grand Finale, Poland, PGE Narodowy, Warsaw - 12-13 September

DMGP reserves the right to change the competition calendar during the season because of circumstances beyond the control of DMGP.

6. DMGP reserves the right to change any rule, regulation, or specification by written bulletin. These bulletins will be sent out via e-mail to the current competitors and staff, as well as being posted at the DMGP online bulletin board (refer to Registrar for access). The Competition Director has the authority to make adjustments to safety specifications at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins. Requests for rule changes from participants are welcomed; send requests to the Competition Director.



ARTICLE 2. COMPETITION AUTHORITIES AND MANAGEMENT

1. The Competition Management responsibilities shall include:
 - a. accepting the layout before the competition,
 - b. approving the starting list and final results,
 - c. imposing penalties on drivers,
 - d. analysing complaints and protests,
 - e. making other decisions that may have any influence on the results and the course of the competition.
2. The basic composition of the Team of Judges shall be made of minimum 5 persons. The Team of Judges may appoint additional Auxiliary Judges if necessary. The composition of the ToJ and of Auxiliary Judges shall be approved by DMGP's Management Board. The Members of DMGP's Management Board and the Competition Director may always participate in ToJ meetings as advisors without the right to vote.
3. Competition Management shall consist of:
 - a. Vice President of DMGP Management Board – Arkadiusz Dudko
 - b. Competition Director – Maciej Polody
 - c. Head of the Judges
 - d. head of local PromoterThe Organiser may designate other executive personnel.
4. The persons mentioned in points 2 and 3 shall be appointed by DMGP's Management Board.

ARTICLE 3. OFFICIAL DOCUMENTS FOR THE COMPETITION

1. Official documents for the competition shall include the following:
 - a. permit for organising the competition (if required),
 - b. Organiser's civil liability insurance,
 - c. Technical Regulations and Supplementary Regulations for the Competition and Announcements,
 - d. list of entries,
 - e. report on car technical inspection,
 - f. starting list,
 - g. results of qualifying runs,
 - h. results of final runs,
 - i. Judging rules for qualification and finals battles,
 - j. Competition schedule

ARTICLE 4. PERMITS, LIABILITY, INSURANCE

1. The Organiser is obliged to obtain a permit from a competent local administration authority for the organization of the competition on a public road.
2. The Organiser must obtain a written consent of the owner of the ground where the competition is organized if such ground is not owned by the Organiser.
3. The Organiser shall be responsible for taking up Organiser's civil liability insurance for the whole duration of the competition. Personal accident insurance is required from all members of executive personnel.
4. Each competitor participates in the competition at his/her own responsibility. The Organiser shall not be liable for the effects of accidents (injury, damage to one's health, death) or for any damage to the property in relation with the competitors, other drivers, assistants, mechanics and third parties. Each competitor is responsible for his own insurance and for the insurance of his team members and must have adequate insurance against accidents.
5. By signing the competition entry form each competitor waives all rights to compensation that may be due for an accident that may happen to the competitor or to his/her assistants and mechanics during the training session or during competition or during a ride from the parking place to the route and back. The waiver shall apply to DMGP, to the Organiser, to various officials as well as to other competitors and to their assistants and mechanics.
6. Contestants start in the competition at their own responsibility with full awareness of the risk of losing their health or life. The Organiser, the authorities, and the competition management shall not be liable for any damage caused by the competitors inflicted on third parties and he shall not be liable for the consequences of accidents experienced by the competitors or by their property.

ARTICLE 5. RIGHTS TO PUBLIC IMAGE

1. By signing the competition entry form each competitor gives his/her consent to record and use his/her public image and to place it in all Organiser's informational and promotional materials (including printed materials and the Internet) without any time limitation and without regard to the place and means of exposing, on the following fields of exploitation:
 - a. recording by any techniques/systems/types of record on all magnetic, digital record carriers, photosensitive and printing carriers, etc. Copying the records onto another type of technique/system/type of record/carrier, magnetic, digital, photosensitive record carriers including on an unlimited number of carriers;
 - b. producing images by any technique, including by print, by reprography technique, by magnetic record and by digital technique;
 - c. multiplying the records in an unlimited number of copies on all types of carriers, by means of any technique, including magnetic, photosensitive, printing, reprography or digital recording;
 - d. marketing;
 - e. introducing into computer memory, into a computer and/or multimedia network, into databases;
 - f. making available to the public in such a way that everybody may have access to the images and objects of related rights in place and time they may select (e.g. publishing on the Internet, e.g. on any websites and on any paid or free services, especially video on demand, pay-per view, available in downloading, streaming, IPTV, ADSL, DSL and any other technique), and also as part of any telecommunications services using any systems and devices (e.g. landline and/or mobile phones, desktop computers and/or laptops, as well as transmission with the use of any available technology, e.g. GSM, UMTS, etc. by data transmission telecommunication networks);
 - g. sharing of carriers where images are recorded and introducing of image records to the computer memories and computer network servers including readily available ones, such as Internet as well as making available their records (files) to the users of such networks in the whole world by

telecommunication networks at any place and time, VOD system including, making available in websites and internet portals, P2P and other file sharing protocols;

h. multiple transmitting by visual or audio method, whether wire or wireless, also stereophonically by ground stations or by satellites, including the so-called "digital platforms" worldwide, for viewers of any systems of TV reception (including transmissions in the Internet in any form - "on demand", "pay per view", easily accessible for all Internet users, etc., dissemination in closed facilities, ships, planes, etc.);

i. analogue or digital re-broadcasting of picture and/or sound (coded or non-coded, payable or free of charge in any system, format or technology) among others via digital platforms, cable networks, telecommunication connection, mobile television, IPTV, DSL, ADSL, any computer networks (including the Internet), etc.;

j. marketing carriers with the recording of contestant's public image (any types, including VCD, DVD, video cassettes, digital files, etc.) or of its fragments in unlimited number of copies, granting consent for exclusive rights to broadcast, including transmission in cable networks and digital platforms as well as in telecommunication networks and readily available networks like Internet;

k. introducing into computer memory, multimedia network and telephone network;

l. publication and distribution in all issues, irrespective of the form, standard or format, without limitation on the volume of circulation, editions and copies . with a description and to be used as press materials and other publications in Polish or in other language versions; it includes also the right to reprint in part or in whole (before and after the production), also on photocopies, micro copies and micro reproductions, as well as the right to duplicate in any other way;

m. use in multimedia works;

n. use on Internet websites;

o. making the content available in video on demand and pay-per-view technology, using in mobile devices, mobile telecommunication networks, Internet networks, press releases and as part of promotional, marketing or advertising activities and materials;

p. making the image available to the public in such a way that everybody may have access to it at place and time they may select;

q. design, arrangement, adaptation, change of layout or any other modifications in the computer record with the right to multiply the results of such changes and preserving the author's rights;

r. distribution by third parties in public or non-public way;

s. using the image for promotional purposes and to promote DMGP or other entities, if deemed appropriate by DMGP;

t. commercial use of an image within the Internet;

u. using the image in other works and during any of the Ordering Party's activities or during the activities of entities indicated by the Ordering Party;

v. public displaying and playing.

ARTICLE 6. SUPPLEMENTARY REGULATIONS FOR THE COMPETITION

1. DMGP may establish Supplementary Competition Regulations applicable during a given event. Such a document shall not be at variance with these Regulations.

2. Competition authorities and management may issue Announcements during the competition. Such Announcements may not be in opposition to these Regulations.

3. Supplementary Regulations for the Competition and Announcements shall be made known to the competitors by placing them on the information board in the Competition Office or in the Machine Park.



ARTICLE 7. ENTRIES AND QUALIFICATION FEES

1. Only competitors having a license or a so called "wild card" issued by DMGP for the year 2025 (Article 8) who make a correct entry of a competitor for the competition in accordance with point 4 and who pay the qualification fee in the amount set out in point 2 shall be allowed for the competition.
2. The qualification fee is €5000 for participation in all rounds of the 2025 season. Drivers must pay €5000 up front to secure place in the championship until 1st of March 2025. These payments will be made online only.
3. The qualification fee for the Wild Card driver is 1500€ per round
4. The qualification fee is not returnable if the registration form was delivered to the Organiser, and also in case when the contestant did not appear at the competition, irrespective of the reason or if the registered contestant's car did not pass the Technical Inspection. In case of cancelling the competition the qualification fee shall be returnable.
4. Registration of a competitor is made by filling in a registration form available from DMGP.
5. Each competitor may register one primary car and one backup car in the competition on condition : Drivers shall enter and compete with only one vehicle for the duration of the event, which is determined by leaving the starting line in the official qualification session. Drivers can use different vehicles during practice session. All vehicles entered must be eligible for entry and have passed Technical Inspection prior to running on course.
6. Any competitor who wants to obtain a VAT invoice for the payment of the qualification fee should enter the invoicing data in the registration form. The invoice may be received by e-mail.
7. Filing a registration by the competitor and placing the competitor on the Entry List shall constitute a civil-law agreement concluded between the competitor and the Organiser. When submitting an entry, the competitor confirms that he/she knows the regulations of the competition and shall follow them, waiving any claims against the DMGP Organiser, including litigation.
8. DMGP may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the course, are deemed not conducive to the best interest of this sport, or who exhibits conduction, which is inappropriate, offensive, abrasive, or in bad taste. DMGP has the right to refuse an entry at their discretion without giving a statement of reason for refusal.
9. An entry which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

ARTICLE 8. HARD CARDS and LICENSE FOR DM 2025

1. In the 2025 season, only competitors with a valid DMGP licence for the 2025 season shall be admitted to competitions by the DMGP Management Board, subject to point 3.
2. For 2025, the DMGP will feature maximum 36 drivers and all 36 drivers must commit to all events. All drivers will now be granted or refused a licence based on an application process. All drivers have until the 31th of December 2024 to fill in the form on Drift Masters website. DMGP will pick 36 drivers from all applications.
3. DMGP Management Board may admit competitors having the so-called "wild card" to the competition on individually agreed terms and conditions.
4. The same wildcard driver can compete in maximum 3 rounds per Season
5. Season grid driver have to compete in minimum 5 rounds per Season
6. A driver that believes that he/she is qualified to compete in DMGP on a competitive level may submit a petition to DMGP for review. The petition application format may be obtained by contacting the DMGP office. After a reasonable review period, DMGP will notify the driver on the status of their request. Drivers with insufficient experience or credentials based on a predetermined formula will not be considered. The petition will be reviewed by the DMGP Management Board.
7. All drivers and crew members working in the pits, or other designated high-risk area, must be 18

years or older to be a DMGP hard card holder. Participants 14-18 years old may be admitted upon issuance of a Minor Participant I.D. and license. Privileges may be revoked at any time for non-compliance with this rulebook.

8. All drivers participating in the 2025 DM Season must possess a valid 2025 Motorsport License from one of Global Motor Sport Organization / Federation.

9. If a driver does not have valid Sport Organization / Federation license, please contact us – They will be required to undergo sport medical examinations for 2025 Season.

ARTICLE 9. STARTING NUMBERS – ADVERTISING

1. The competitors shall have the right to select their starting number (ranging from 11 to 999) by filing a query at office@driftmasters.gp. The availability of each of the numbers shall be dependent on the order of queries.

2. DMGP shall make a feedback confirmation (via e-mail) as to the availability of a selected number and as to its assignment to a particular competitor. In case the selected number has been chosen by another participant, DMGP shall inform about the necessity of selecting another starting number.

3. In case a competitor does not select his or her starting number, such number will be assigned by the Organiser.

4. The starting numbers must be placed individually by the competitor in every car registered for the competition in accordance with the following rules (for blending scheme see point 9):

a. recommended (not mandatory) a starting number with digits with the height of around 30 cm - on the roof.

b. starting number with the height of the numbers equalling 15cm – on front windows as close to the "B" post as possible.

5. The competitors are obliged to place a blend received from the Organiser on the upper strip of the front window (for blending scheme see point 9). Placing any other labels or inscriptions on the front window is strictly forbidden.

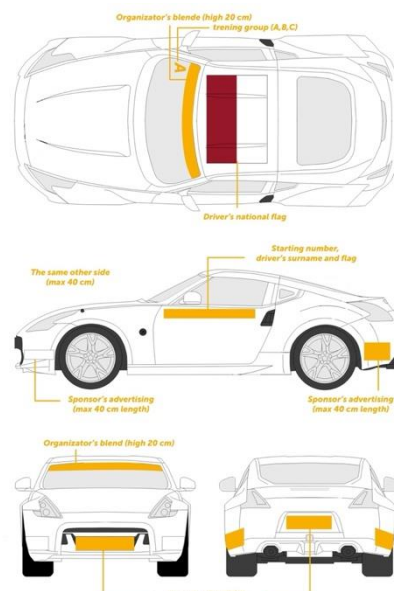
6. There is a total ban on placing on the cars any blends and inscriptions related to other organisations and Organiser of events competitions with a similar business profile as that of DMGP.

7. The Organiser shall have the right to oblige the competitors to place additional advertisements on their cars in the following places: on the roof, on both corners of front and rear bumpers and in a place of front and on rear number plate.

8. The National flag representing the country of the driver must be displayed on the roof of the car with minimum size 50cmx30cm. It is recommended that the width of the flag corresponds to the size of the roof.

9. Competitors are obliged to place their surnames, flag, below side windows at the doors on both sides of the car (for blending scheme see point 9) in accordance with the requirements set out below. These stickers will be delivered by DMGP to the driver.

10. The car pasting pattern shall be as follows:





11. Race Suit DM Logo placement, please see picture below . All Drivers have to put DM logo on Race Suit. Driver can do it by himself or receive a patch for a race suit in our Office when You register for first round in Spain. (Logo can be received after contacting office@driftmasters.gp)





ARTICLE 10. TECHNICAL INSPECTION OF THE CARS

1. At a time and place and in a manner determined by event officials, prior to racing activities of any nature (including without limitation qualifying, competition, practice, testing, etc.) all vehicle and driver equipment must undergo a technical inspection.
2. The technical inspection shall be carried out by the Scrutineering Commission in the composition appointed by the: Scrutineering Commissioner. The Technical Commission verifies the fulfilment of technical specifications set out in Technical Regulations by registered cars and admits the cars to the competition.
3. The Technical Inspection shall take place and time indicated by the Organiser. The Technical Commission shall have the right to inspect the cars at any place and at any time during the competition.
4. There is a chance that Technical Inspection shall take place before season on place indicated by the driver and on driver's cost. More information office@driftmasters.gp
5. Every car taking part in the competition must conform to technical and safety regulations at any time during the competition i.e. from Technical Inspection until the end of the runs.
6. Non-compliance with any technical requirement as described in Technical Regulations by a car registered in the competition shall result in not admitting the car to the competition or in a ban on its further participation issued by the Technical Commission.
7. A car presented to technical inspection before the competition must be in its race ready condition.
8. In case of collision or a necessity to change any car part (except for the wheels), a competitor is obliged to submit the car again to technical inspection by the Technical Commission in order to register the car again for competition.
9. A competitor who has completed the qualifying runs has a right to lodge a protest concerning other competitor within 5 minutes from the completion of the qualifying round if he/she deems that this competitor's car does not comply with technical regulations.
10. A competitor who has finished pairs runs has a right to lodge a protest concerning his/her rival in the run within 5 minutes from the announcement of results if he/she deems that this rival's car does not comply with technical regulations.

ARTICLE 11. COMPETITION PROCEDURE

1. The competition shall consist of two stages
 - a. Qualifying Session + Qualification Showdown session
 - b. Session Top32, and the final session TOP16.
2. A detailed agenda shall be announced by the Organiser before the start of the competition.
3. In the Qualifying Session the competitors start individually. The assessment rules of qualifying runs shall be presented in detail by the ToJ during a briefing and on DM Judging Rules 2025
4. In runs of the Final Session, competitors compete in tandems. The assessment rules of tandems runs shall be presented in detail by the ToJ during a briefing and on DM Judging Rules 2025.
5. During the Qualifying Session the order of taking places before the starting zone shall be determined by reversed order of the general classification points. For drivers who do not have points in the overall standings, such as wildcards, the order is determined alphabetically by surname, and they are always placed ahead of drivers with points
6. During the Final Session the order of taking places before the starting zone shall be determined in accordance with pts 12 - 14.
7. A driver can warm up the tires in the 'warm-up zone' for up to 45 seconds and has to arrive to the starting position up to 60 seconds
8. If the car engine stops and cannot start automatically in the warm-up zone or at the start line, the driver will be disqualified. Pushing the car to start the engine is not allowed
9. The starting signal is given exclusively by the Starting Judge with the use of flags and/or signalling lights. Not following the Starting Judge's signals or signal lights shall be punished, disqualification inclusive.



10. The purpose of the DM Qualifying portion of a single DM competitions (hereinafter referred to as “the competition”) is to seed all DM drivers for the Top 32 Battles portion of the competition.

11. During all Qualifying runs, all 3 DM judges will score each Qualifying run according to their set judging criteria, i.e. line, commitment, angle, initiation and fluidity. The combined scores from all 3 judges, out of a maximum 100 points across all 3 judges, will count as a driver’s run score.

12. The Qualifying Session shall be divided into 2 series of runs, each assessed by the Team of Judges.

13. An assessment made by the Team of Judges, calculated based on the best result of two qualifying runs of each competitor shall be decisive as regards the competitor’s ranking in the Qualifying Session. In the event of a tie in qualifying the following chart will be implemented.

14. In the event of a tie in qualifying the following chart will be implemented.

Tie Breaker 1	High Qualifying Score (HQS)
Tie Breaker 2	Low Qualifying Score (LQS)
Tie Breaker 3	HQS Line Score
Tie Breaker 4	HQS Angle Score
Tie Breaker 5	HQS Impact Score
Tie Breaker 6	LQS Line Score
Tie Breaker 7	LQS Angle Score
Tie Breaker 8	LQS Impact Score

15. QUALIFYING SHOWDOWN

The top 4 qualifying drivers will enter into a new tandem battle bracket where the drivers will go head to head to determine the true winner of qualifying. Format will be run the same as a top 4 battle with number 1 qualifier battling number 4 qualifier and number 2 qualifier battling number 3 qualifier. The winner of these battles will then battle. The losers will take places 3 and 4, considering the result from the main qualifications.

Competitors in the Qualification Showdown will score as follows:

1st place 4 points / 2nd place 3 points / 3rd place 2 points / 4th place 1 point

This extra points will be added to the general Season classification of the driver

16. Top 32 competitors of the qualifying runs shall be admitted to the Final Session – pairs runs.

17. In the Final Session, runs shall take place in the order according to the diagram (annex 1).

18. During the battle rounds at the Top 32 each pair of competitors makes two scored runs: each driver “chases” once and “leads” once.

19. Rules of battle runs in the Final Session are described on DM Judge Rule 2025.

20. The main judge, on each stage of the competition, may order an additional break not provided for in the Regulations.

21. The principles of scoring in pairs runs - the scoring in pairs runs shall be determined by the Team of Judges. The scoring is given and announced to the competitors and audience after the completion of two runs.

22. The overall DM 2025 classification shall include points obtained by a competitor both in battle runs qualification rounds and qualification showdown.



ARTICLE 12. REPAIRS

1. Making repairs of the cars taking part in the competition is allowed only in the Paddock and in a specially designated servicing zone located in the pre-starting zone.
2. Only drivers, one mechanic per driver, authorised media representatives and persons authorised by competition management may remain in the pre-starting zone.
3. In the course of battle runs during double-runs, only small repairs and adjustments shall be made in pre-start zone by start judge. It is forbidden to change wheels, regulate tyre pressure and refuel.
4. Changing wheels and fuelling between separate runs of one pair is forbidden, except for situations when a defective wheel prevents further participation in the competition.



ARTICLE 13. DRIVER'S DUTIES DURING THE COMPETITION

1. The organizer allows the possibility of a driver taking part in events other than the Drift Masters drifting competitions during the season. However, the invitation to participate and the qualification of the driver in the Drift Masters Championship should be considered a priority in their competition schedule for the respective season.
2. A driver who has been invited and qualified to participate in the Drift Masters competitions is exempt from the obligation to participate in any of the rounds of the Drift Masters series if it is caused by force majeure circumstances. The definition of force majeure is an external event independent of the participant/driver, impossible (or nearly impossible) to foresee, and whose consequences cannot be prevented. Such events include conditions such as an epidemic or a threat of an epidemic, war and wartime actions, rebellions, revolutions, coups, terrorist acts, cyber-attacks on servers, confiscations, nationalizations, disasters, fires, explosions, social unrest, terrorist attacks, invasions, mobilizations, coups, nationwide strikes, sabotage, embargoes, import restrictions, plagues, quarantines, as well as acts of nature, notably earthquakes, floods, hailstorms, lightning strikes, and tornadoes.
3. A driver who, due to force majeure, cannot fulfill their commitment to participate in the Drift Masters series of drifting competitions in each season is obligated to promptly inform the DMGP, but no later than 48 hours from the moment they become aware of the occurrence of force majeure circumstances. The notification should be conveyed via electronic email correspondence.
4. If a Driver affected by Force Majeure does not notify DMGP within the specified period time about the occurrence and anticipated conclusion of the Force Majeure circumstances, or for reasons other than Force Majeure, does not participate in any of the rounds of the competitions for which they qualified, DMGP (where it is the exclusive domain of the Organizer's discretion) may disqualify the driver from further participation in the Drift Masters series competitions in the given season. DMGP may also invalidate the player's existing score and position in the season general classification table and may demand the return of any benefits that the driver received in that season from DMGP.
5. The competitors participating in the competition are obliged to park their vehicles in a specially separated parking area called the Machine Park.
6. A competitor is obliged to appear on time and participate in all briefings of competitors that are organized during the competition whether they are included in the agenda or announced in additional announcements. Competitors who do not attend the briefings will be subject to penalties in accordance with Article 19.
7. While driving on the track, drivers must wear a fastened helmet and must have the seatbelt fastened. They must also wear overalls, boots, gloves, a balaclava and a turtleneck + socks, in accordance with the DMGP Technical Regulations. Drivers must use HANS system during driving (see 2025 DMGP Technical Regulation for more info)
8. A competitor has the right to approach the starting line only when they are completely ready to start the ride, i.e. after meeting the requirements set out in point 7.
9. Passengers are not allowed in the car during the competition.
10. Each vehicle participating in the competition may be driven only by one driver. All persons present at the competition area shall be obliged to observe safety rules and limit the vehicle speed to 10 km/h. The speed limit on the track and access roads separated from the public shall be 50 km/h. The speed limit shall not apply to competition runs and official training sessions.
11. During the training sessions and during the competition, the Driver is obliged to follow judges' commands, in particular they must react on flags and signal lights, or otherwise they will be punished or even excluded from the competition.
12. A car which has oil or other substance leakage during training or competition, must immediately pull over onto the verge of the track. It is forbidden to continue the ride in order to reach the Machine Park or servicing zone under the pain of penalty.
13. Each car that has stopped on the competition track during the competition or during the training session must be removed from, observing all safety measures. A driver is obliged to honour all commands issued by Organiser's services.



14. Pursuant to Article 10 point 10, a car must comply with all technical and safety regulations at any time during the competition and in particular during the training, qualifying and pairs runs. In addition, a car must have all body elements, especially the hood and front and rear bumper. Any lack in body elements may result in the exclusion of a competitor.
 15. All competition participants are obliged to use impervious protective sheets in car servicing spots in the Machine Park.
 16. The competitors going by cars outside the indicated competition track must act with particular caution and give way to the pedestrians.
 17. Upon crossing the entrance gate, all competitors must observe the regulations of appropriate rules, as well as orders and instructions issued by the Organiser or by event protection personnel, by security services and by any persons authorised by DMGP. A driver is not allowed to consume alcohol or take other substances forbidden during the competition and after the competition until they leave the competition venue.
 18. During the competition, there is a ban on taking passengers, except for a decision issued by the Organiser according to Article 20.
 19. In the Machine Park, there is a ban on setting any fire, including grilling.
 20. Each driver must designate one person to act as the team representative. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the "10-minute Competition Timeout rule", withdrawing an entry or vehicle, and making changes and additions to the team's credential list. If the team representative must be changed during the event, the REGISTRAR, Race Control, and Competition Director must be notified.
 21. Each driver must designate one spotter. A spotter stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges.
 22. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.
 23. Drivers and Teams must be always professional and presentable. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver's uniform must include the driver's name in an easily visible location. Driver and team uniforms must have all required series patches in the specified location per Technical Regulations and include the team logo and/or team name. Only uniformed team members are allowed in "hot" areas including the grid.
- HOT AREAS – special designed zone at the track.
24. All drivers and teams must always keep safety and professionalism in mind, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. DMGP reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.
 25. Every DMGP competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the officials or judges will be subject to the same penalties as listed below.
 26. Code of Conduct rules apply during any DMGP activity, including but not limited to test days, set up times, official meetings, press conferences, public appearances, conventions, competition events and demonstration events.
 27. The use of any narcotic, controlled substance, performance-enhancing drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed.
 28. DMGP reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by DMGP, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.



29. The team is responsible for its driver, representatives, team members, and guest conduct at all times during the course of any DMGP activity, event, or function. Drivers, crew and others representing a driver and/or team are to act in a professional manner.

30. Drivers shall enter and compete with only one vehicle for the duration of the event, which is determined by leaving the starting line in the official qualification session. Drivers can use different vehicles during practice session. All vehicles entered must be eligible for entry and have passed Technical Inspection prior to running on course

ARTICLE 14. GENERAL PIT, Paddock, AND COURSE RULES

1. All personnel working in an area that is designated as “hot” are required to wear long pants, closed toe shoes and sleeved shirts. Team members working in a hot area, must be wearing a team uniform at all times.

2. Only personnel with valid DMGP hard card will be allowed access to the restricted areas as defined. DMGP hard card must be available and visible at all times.

3. Smoking is not allowed at any time in the specified “hot” areas. Pets are prohibited in “hot” areas at all times.

4. Revving of engines, bouncing off the rev limiter, and burnouts while not on course will not be tolerated without approval of Competition Director.

5. No personnel may enter a “hot” course without approval from the Race Control.

6. The Competition Director or his/her delegate is the authority in enforcing start line, grid, pre-grid, paddock, and the competition course.

7. Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the vehicle on the grid may get a “push start”, provided the vehicle is in position on the grid prior to the start of the session. Push starts on the grid shall be under the supervision of a DMGP official to ensure that they are done in a safe manner. Push starts prior to the start and during the race are not allowed.

8. The on-board starter must not be used as a means of propulsion, either on the course or from the start line, except in emergency situations.

9. The driver shall not push his/her own vehicle, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on course. This does not preclude assistance by race officials for safety reasons.

10. The Competition Director or Race Control may order any vehicle removed from the course if, in his/her judgment, it constitutes a hazard to other competitors for any other reason.

11. Cones or other similar marking devices will designate all clipping points, zones and possibly be used as course markers. Line paint may be used to delineate the course. Typically, colours are white and/or yellow.



ARTICLE 15. DISCIPLINARY ACTION BREACH OF RULES

1. In addition to any other offenses listed herein, the following actions shall be deemed a breach of the rules:
 - a. Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
 - b. Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
 - c. Participation in any proceeding, or action, prejudicial to the interests of DMGP, or of automobile competition generally.
 - d. Reckless, or dangerous, driving
 - e. Failure to obey direction and/or orders of a race official. Refusing to cooperate with, interfering with, or obstructing the action of the officials or others in the performance of their duties.
 - f. Violation of the terms of probation
 - g. public criticism of the Series, its officials or sponsors.
 - h. Unsportsmanlike conduct.
 - i. Physical contact with the intention to harm any participant, or official, or the threat of some inappropriate, objectionable, threatening, or profane language, and/or gestures.
 - j. Failure to allow inspection, or disassembly, of a vehicle as directed by the Competition Director.
2. In cases of extreme misconduct, DMGP reserves the right to take any other action deemed necessary.

ARTICLE 16. PENALTIES

1. Any participant, official, entrant, or other person violating these rules, or the supplementary regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the DMGP Rules and Regulations. The authority to assess penalties is not limited to violations occurring during a racing competition. Before imposing any penalty, the Disciplinary Committee shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at its discretion.

The Disciplinary Committee members are:

Arkadiusz Dudko	DMGP Vice President
Maciej Polody	Competition Director
David Kalas	Main Judge

2. Classification penalties shall be as follows:
 - a. refusal to allow the competitor to start,
 - b. exclusion from the competition.
3. Fines and their amounts shall be as follows:
 - a. the so-called "rubber burning" - EUR 100 to 500 and covering costs of repairs of damage to the track surface,
 - b. conscious driving with leaking oil, coolant, etc. on the competition track - EUR 100 to 500 and covering costs of repairs of damage to the track surface,
 - c. exceeding the speed limit on the access road to the Machine Park or the pre-starting zone (it applies to training and warm-up sessions) - EUR 100 to 500,
 - d. an attempt to start before a command is given by the starting judge – EUR 50 to 200,
 - e. being late for drivers' briefing - EUR 50 to 100
 - f. absence from or being late for the award ceremony in the case of competitors ranked 1st, 2nd or
 - g. being without racing suit at the briefing – EUR 50-100, 3rd - EUR 250 to 1000,
 - g. presence of unauthorised persons of the competitor's team in the pre-starting zone – EUR 50 to 200,

- h. unsportsmanlike conduct of the competitor or members of the team thereof – EUR 100 to 500,
- i. failure to follow signals of flag judges and light signals – EUR 50 to 200,
- j. lack of impervious protective sheets in car service places in the Machine Park - EUR 200.

4. Offences subject to a penalty, including expulsion:

- a. failure to appear for the technical inspection
- b. driving a car in a direction opposite to the direction applicable on a given track section, driving a car at variance with the rules provided for at drivers' briefing on a forming section during pair runs
- c. absence at an obligatory drivers' briefing
- d. participation or attempt to participate in the competition by unauthorised drivers: fine or suspension, fine or expulsion ; in less drastic cases: warning,
- e. use or an attempt to use a vehicle not conforming to the regulations or colliding with the provisions on advertising: fine, expulsion or suspension,
- f. causing a collision or an accident: warning, fine, expulsion, loss of championship points, up to and including suspension, disqualification,
- g. driver's behaviour incompatible with the regulations: warning, fine, expulsion,
- h. failure to obey flag signals and signalling lights: warning, up to and including suspension,
- i. failure to follow the instructions given by the Organiser or by other officials: warning, up to and including suspension
- j. questioning decisions issued by warning, up to and including disqualification (ToJ, DMGP),
- k. not allowing for the Technical Inspection of a vehicle: expulsion (ToJ), suspension (DMGP),,
- l. unsportsmanlike conduct: warning, up to and including disqualification (ToJ, DMGP),
- m. using tyres that do not conform to the regulations: expulsion (ToJ), disqualification (DMGP),
- n. every case of breaching the safety rules by the competitor or by their team member resulting from moving the vehicle in the Machine Park and/or on access roads within the event venue shall be treated as a petty offence and shall be penalized at Competition Manager's own discretion.

5. The application of penalties and offences mentioned in points 3 and 4 does not exhaust all possibilities of applying penalties. The Competition Management is authorised to impose penalties without the need to follow any particular procedures.

6. Penalties are imposed by the Team of Judges. The ToJ is in no way bound by the decision made by the Competition Management and is authorised to change the amount of penalty also to the concerned person's disadvantage. ToJ is authorised to apply higher or additional penalties for all offences described in points 2-4 and to impose the following additional penalties:

- a. reprimand
- b. fine of up to EUR 1000
- c. not allowing a competitor for the competition
- d. expulsion from the competition
- e. exclusion from the competition ranking and a request for the DMGP to take further measures.

7. All penalties imposed by the ToJ may cumulate. The penalties imposed by the ToJ do not exclude the possibility for DMGP to impose additional penalties. A competitor has the right to appeal to DMGP against the penalties imposed by the ToJ.

8. Penalties may also be imposed by DMGP. Apart from the penalties imposed by the ToJ, DMGP has the right to impose the following penalties on the competitors, their team members and on sponsors' representatives, officials, organisers as well as on any other persons subject to the jurisdiction of the DMGP Regulations:

- a. fine of up to EUR 2500
- b. disqualification
- c. suspension and disqualification
- d. ban on appearing as an public person temporarily or permanently.

9. Any penalties imposed by DMGP may cumulate. There is no possibility of appealing against the penalties imposed by DMGP.



10. The participants of DMGP events are obliged to behave with dignity and in accordance with the rules of good conduct. They must be also loyal with respect to DMGP, to the organisers and to any officials and must refrain from any behaviour that could be detrimental to Organiser's interest.

11. The competitors shall be responsible for their own actions and for the actions of all their team members and sponsors' representatives. The offences and cases of violating the regulations and orders issued by the Competition Management are subject to free assessment by the Team of Judges and/or by the Competition Management. The penalties imposed by the ToJ and by the Organiser should be adequate for the circumstances of a given case.

ARTICLE 17. REPRIMAND

1. The Disciplinary Committee may impose a reprimand. A reprimand against a DMGP licensed driver shall be noted in his/her license file, as will be any or all of the following penalties: fine and/or loss of prize money;

a. A driver, crew member or other participant acting in such a way that is considered by a DMGP official as endangering others will be fined a minimum of EUR 500.00 and up to EUR 10,000.00 and may be disqualified from participating in any or all DMGP events.

b. A fine up to EUR 100,000 may be imposed by the Disciplinary Committee against any entrant, driver, or participant for conduct detrimental to the Series, or the Series' clients, or partners.

c. If a fine is issued by the Disciplinary Committee, the driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of the fines is received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his/her DMGP hard card to the Competition Director.

In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed. Any entrant or driver who is disqualified in any competition shall be automatically forfeit all rights to awards in that competition.

ARTICLE 18. PROBATION OF DMGP COMPETITION PRIVILEGES

1. The terms of probation shall be in writing and signed by the Disciplinary Committee. A copy shall be given to the driver, or entrant, or other person penalized, and DMGP shall retain a copy.

2. The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the Disciplinary Committee shall send a copy of the termination of probation. Probation will be recorded in the driver's file.

ARTICLE 19. SUSPENSION OF DM COMPETITION PRIVILEGES

The Disciplinary Committee may impose suspension of the competition privileges for a maximum of twelve (12) months. Delay in surrendering in a hard card as directed shall automatically result in the extension of the suspension by a period equal to the delay. When a penalty of suspension is levied, the penalized driver must immediately surrender his/her DMGP hard card to the Competition Director.



ARTICLE 20. LOSS OF POINTS

The Disciplinary Committee may impose a loss of event points and/or accrued points, or other sub-competition points, if applicable.

ARTICLE 21. EXPULSION

The Disciplinary Committee may only impose expulsion from DMGP.

ARTICLE 22 PUBLICATION OF PENALTY

DMGP shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against DMGP, or against any person publishing such notice. Publication of penalties will be made available through the DMGP website.

ARTICLE 23. SIGNALLING FLAGS / LIGHTS

1. The following signalling flags are used during the Competition:
 - Green flag and/or green light – used to signal the start of the run. The starting signal is given by lowering the flag or lighting green light
 - Red flag – shall be displayed by waving on starting line when there is a decision to stop the training session or the competition.
2. Signalling flags used during the runs on the track are as follows:
 - red flag - shall be used to signal danger and shall be displayed to the drivers with the following meanings: "Stop slipping. Slow down to 20km/h. Do not overtake. Be ready to change the route direction or to stop. The track is completely or partially blocked".
3. The Start Judge will use starting lights to indicate when the driver can begin driving. After the starting light turns on, the driver has a maximum of 7 seconds in total to start moving.
4. . The Start Judge will use a strobe light to indicate a false start or a chicane cone hit.

ARTICLE 24. MEETING ATTENDANCE – BRIEFING

DMGP officials will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or by other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of one hundred fifty euros (EUR 150.00) unless the absence is pre-approved by DMGP. In addition, failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. DMGP may also impose penalties or fines for tardiness to official meetings or appointments. Drivers, crew chiefs, team managers, and entrants may also be required to attend autograph sessions and/or interview sessions or other media events if notified.



ARTICLE 25. RESULTS – CLASSIFICATION

1. After the end of the season, the final ranking shall be determined in accordance with the DM Judging rules.
2. After the end of the 2025 season, the titles of DRIFT MASTERS 2025 Champion and two Vice-Champions shall be awarded.
3. In the event that several drivers obtain the same number of points in the season's individual ranking, a higher place is awarded to a competitor who was awarded a bigger number of higher places in particular rounds get better place. If no resolution is reached, the places will be determined based on the overall classification result from the previous season. Only drivers registered for a full Season can be taken into account for the championship trophy. (Wildcard drivers are not taken into consideration)
4. Rookie of the Year will be awarded to the highest-ranking 1st year driver in Drift Masters Grand Prix

ARTICLE 26. NATIONAL CUP CHAMPIONSHIP

1. The Nations Cup will be a competition between the Nationalities taking part in the competition
2. The two best drivers representing a given country will receive points for the general classification of the Nations on each round.
3. The points do not have to be scored by the same drivers
4. At the end of the season DM will determine National Cup Champion

ARTICLE 27. GENERAL PROTESTS

1. Each competitor has the right to lodge an unlimited number of protests concerning the violation of these Regulations.
2. All protests should be addressed to the Competition Director in writing and submitted in the Competition Office together with a fee of 300 EUR.
3. Such fee shall not be returnable if the protest is not accepted. If the protest is deemed to be well-grounded, the fee shall be returned to the protestant.
4. In case of a technical protest, the fee is returnable when the protest is justified, Otherwise, the fee is paid to the competitor against whom the protest was lodged after deducting technical inspection costs.

ARTICLE 28. RIDE-ALONG TERMS AND CONDITIONS

1. Passenger "ride-a-longs" are NOT allowed unless pre-approved by the Competition Director. Supplemental documentation (Insurance Waivers, etc) will be required to be completed at the discretion of the Competition Director.
2. Ride-Along Requirements – DMGP ride along participants must be at least 18 years old and sign a Release of Liability waiver before entering the vehicle. Closed toed shoes and long pants are also required.
3. It is also recommended that the co-driver be less than 2 meters tall and under 110 kg. DMGP vehicles use racing certified seats, and the rider must be able to properly fit and be secured to the seat. The rider must also fall under each seat manufacturer's suggested specifications for body type.
4. It is mandatory that the rider be in good physical condition and in good health. DMGP assumes no responsibility for riders that fail to disclose this information prior to the ride along.
5. DMGP Ride-Along are not guaranteed. Special circumstances do occur that may delay or cancel all ride along for the event. DMGP and it is staff will do the best to notify said parties when possible. Due to venue restrictions and noise ordinances not every rider that has signed up for a ride along will receive the ride along. DMGP will do try to accommodate all parties.
6. Proper identification will need to be brought to the venue for age verification.



7. By participating in the Ride-Along program you give and grant unto DMGP, its duly authorized agents and assigns, the rights to the use of your name, likeness, voice, or photographs taken at the DMGP event, including, but not limited to television and radio broadcasts, film productions, videotape reproductions and the like, and you hereby relinquish all rights therefore for these purposes.

8. This experience is not suitable for children aged 15 years and under. Riders between 16-17 years of age are REQUIRED to have a pre-written approval from a parent and/or guardian prior to arriving to the venue.

ARTICLE 29. ENTRIES

1. All entrants must follow the official DMGP entry forms and/or processes for each event. An entry made, and accepted, in accordance with these regulations, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his/her control. A breach of such contract may be treated as a breach of these regulations.

2. REFUSAL OF ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible, and at least five (5) days before the event, whenever reasonably possible. DMGP may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the course, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. DMGP has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3. FALSIFICATION OF ENTRY

An entry which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

4. CONDITIONAL ACCEPTANCE OF ENTRY

These are professional championship competitions, DMGP reserves the right to accept, or reject, the entry of any vehicle or driver. In the case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by Competition Director.

ARTICLE 30. RADIOS

It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official DMGP frequency or channel.



ARTICLE 31. PRIZES

1. For every round DMGP will provide money prize for first three places as below.

1st place – 10.000 euro

2nd place – 6.000 euro

3rd place – 4.000 euro

2. Some additional prizes can be provided during season.

3. The main prize for winning the general classification of 2025 DM Season

1st place – 25.000 euro

2nd place – 20.000 euro

3rd place – 15.000 euro

ARTICLE 32. FINAL PROVISIONS

1. All persons present at the competition venue are obliged to observe safety rules. The Organiser reserves the right to remove any persons who pose a threat to the safety of event participants from the event venue.

2. Spectators must leave their cars on an indicated car park and must move on foot at places accessible to the public.

3. The Organiser does not take any responsibility for the things left unattended, lost or stolen. The Organiser, the authorities and the Competition Management do not take any responsibility for any damage or loss to third persons or to their property caused by the participants (e.g. by spectators, competitors, mechanics and by media representatives) during the competition. The Organiser has a right to seek compensation from the person who caused the damage,

4. The Organiser reserves the right to organize showpiece runs that shall not be included in the classification of the competition.

5. Drift Masters Grand Prix Sp. z o.o. reserves the right to interpret these Regulations.

6. Drift Masters Grand Prix Sp. z o.o. reserves the right to make changes in this Regulations which will be announce public.