

Drift National Championship Competition Regulations 2026

1. GENERAL

- 1.1. Adults with a valid license or minors with a valid license, permission and presence of parents or guardians and confirmation from the organizer can drive. See the specifics of the participation of minors in the Technical Regulations of the National Drift Championship for 2026.
- 1.2. Drivers must not be under the influence of alcohol or other intoxicating substances. In case of suspicion, the organizer may prohibit the driver from continuing to drive.
- 1.3. The driver must unconditionally follow the organizer's instructions, which apply to the entire area and duration of the event (training, qualifying, race).
- 1.4. The event organizer may exclude a driver/team from the competition/event area if they violate written or unwritten rules (i.e. actions that are dangerous to the surroundings, spectators or event participants, violation of basic etiquette, etc.).
- 1.5. Only the driver can be in the car during the competition.
- 1.6. It is mandatory to use floor protection against stains in the stalls.
- 1.7. The speed in the boxes is limited to the speed of a pedestrian.
- 1.8. Tyres on the rims can be changed on site by the organiser or by arrangement with the organiser.
- 1.9. The driver is responsible for his actions and the actions of his team and is liable for any damage and injuries caused.
- 1.10. The organizer sets the rules and conditions that ensure a safe competition. All those present in the area and participants are obliged to follow the rules and instructions of the organizer. Staying in the event area is at your own risk. All those present must maintain order and cleanliness.
- 1.11. For the ongoing competition, drivers are required to follow the corridors, which are clearly defined by the judges at the meeting with the drivers in the following order:
COLUMN FOR THE "WARMUP BOX" – "WARMUP BOX" – "START".
- 1.12. Warming up tires is only allowed in a designated area in the so-called "Burnout box". During the competition, warming up tires is limited to a maximum of 45 seconds per driver (from entering the designated area until arriving at the start). In the pair elimination races, the driver who will drive the lead run first warms up the tires first. Tires are only warmed up before the first run of the pair elimination races.
- 1.13. the competition rules of the National Drift Championship apply to all divisions (Division 1 and Division 2).
- 1.14. Before the start of the Division 2 doubles eliminations, all drivers will be given a test drive to adjust to the changes in track conditions that occurred during the Division 1 competition.

2. COMPETITION CONDITIONS

A drift competition must comply with the following elements:

- 2.1. Training.
- 2.2. At least two competitive runs in the qualifying runs.
- 2.3. At least two competitive runs in all stages of the elimination battles. Exceptions are defined in the Drift Judges' Rules for 2026
- 2.4. The surface on which the competition takes place must be asphalt or concrete. Macadam surfaces are not permitted.

3. COMPETITION SYSTEM

3.1. Training

- 3.1.1. Practice is on a marked competition track.
- 3.1.2. During free practice, drivers normally drive in pairs. If they wish to drive alone, two cars start together with an appropriate delay, which is set by the starter.
- 3.1.3. Passenger transport is permitted only with the consent of the organizer. All necessary passenger accreditation must be completed and the fee set by the organizer must be paid.
- 3.1.4. All passengers must use a safety helmet and seat belts correctly and must sign a liability waiver before riding.
- 3.1.5. The rides during training are carried out according to the system explained at the meeting with the drivers.
- 3.1.6. Each start of the race must be released by the starter.
- 3.1.7. The Race Director shall periodically conduct a track inspection with a race management vehicle during free practice sessions

3.2. Qualifications

- 3.2.1. Qualifying races are individual (1 driver on the track).
- 3.2.2. Each driver will complete two consecutive qualifying runs (the second run will begin after the starter has given a clear start).
- 3.2.3. Both runs are evaluated individually. The best result counts as the qualification result.
- 3.2.4. In case several drivers have the same best heat score, the result of the second heat counts for qualification, but if the second heat also has the same score, the judges will use the score of one of the judging criteria (championship line) as a tie-breaker.
- 3.2.5. Qualification objective: to drive the heat with the highest possible glide angle, the highest possible speed and the fewest possible corrections, on the agreed ideal line (taking into account the markings). See Judges' Regulations for the 2026 National Drift Championships.

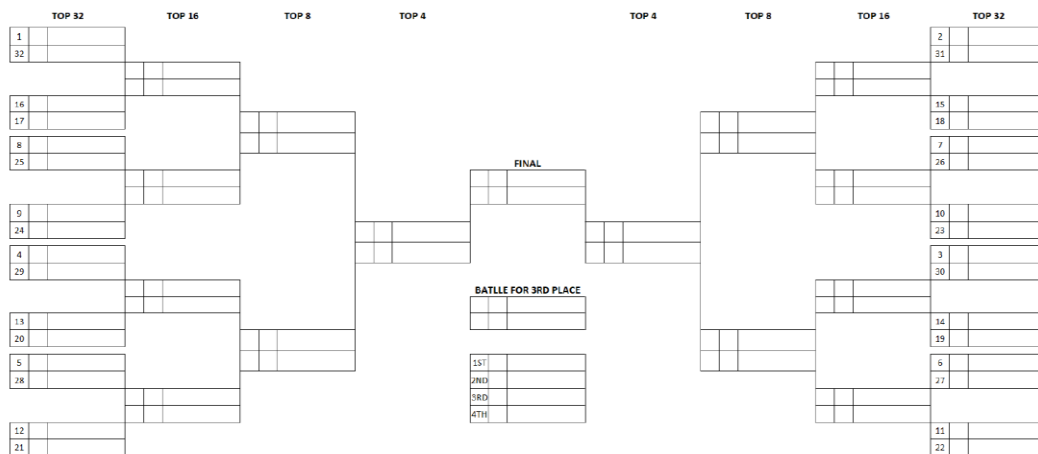
- 3.2.6. In the event of a vehicle breakdown or damage, the driver has 1 x 5 minutes during qualifying to make repairs.
- 3.2.7. No tyre changes are allowed during qualifying heats.
- 3.2.8. No tyre pressure adjustments are allowed during qualifying runs. In the event that a tyre is removed from its correct location on the rim during/after the first run, it is allowed to be re-inflated after the completion of the individual run - if the 5 min. rule is applied to this failure.
- 3.2.9. In case of a change in conditions (rain), the organiser may order a test run for an individual driver.

3.2.10. Every start of the race must be authorized by the starter. The starter checks with the driver whether he is ready to start and after confirmation (the driver raises his thumbs up), the starter gives the start signal.

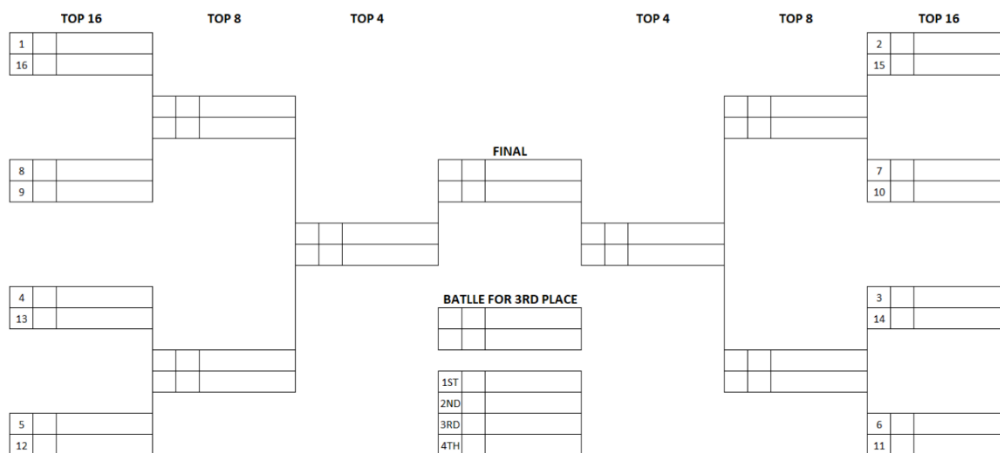
3.3. Twin battles

- 3.3.1. The elimination heat of the double elimination consists of 2 heats. The better-placed driver in qualifying decides whether to start the first heat as the leading driver or the following driver
- 3.3.2. In the second heat, the drivers change.
- 3.3.3. The evaluation of individual runs is carried out after the completed runs - See the Judges' Rules for the 2026 National Drift Championship.
- 3.3.4. The better-placed driver advances to the next knockout round.
- 3.3.5. Of all drivers who pass the qualifications with a score of more than 0 points, the 32 best drivers will advance to the next round of the competition (1/16 finals).
- 3.3.6. In the event that fewer than 30 drivers qualify, the competition will continue with the 1/8 finals (top 16 drivers).
- 3.3.7. Drivers are placed into pairs based on their qualifying results, with the first placed last, second placed second last, and so on – see the table for the distribution of the doubles elimination matches.

TOP32 Bracket



TOP 16 Bracket



- 3.3.8. Third place is determined by a fight between the losers of the Top 4.
- 3.3.9. The winner becomes the one who wins in the final.
- 3.3.10. No tyre changes shall be allowed during the two heats of each leg of the double elimination round.
- 3.3.11. No adjustment of tyre pressure is allowed during the two runs of each stage of the double elimination heat. In the event of a tyre coming off the rim, it may be refilled after the single run, provided that the 5 min rule is applied to this failure.
- 3.3.12. In the event of a vehicle breakdown or damage, the driver has 1 x 5 minutes available for repairs during the entire doubles elimination competition.
- 3.3.13. In the case of evenly sailed heats, the judges may ask for a re-match (one more time/OMT).
- 3.3.14. In the case of OMT, drivers have a maximum of 5 minutes to change wheels and/or settings.
- 3.3.15. In the event of a change in conditions (rain on the track) during the elimination part of the competition, the organiser may order a trial run for each driver pair.

3.3.16. Each start of the race must be authorized by the starter. The starter checks with the drivers whether they are ready to start and after confirming this (the drivers show a raised thumbs up), the starter gives the start signal.

3.4. The 5-minute rule

3.4.1. The 5-minute rule allows the driver to repair the vehicle for 5 minutes between each competition stage.

3.4.2. The application of the 5-minute rule is specified in 3.2 Qualification and 3.3 Pairs Elimination.

3.4.3. The 5 minute rule comes into effect/time starts when the vehicle enters its service area and work on the car begins. The vehicle must be brought to the service area within a reasonable time - excessive time is judged by the race director based on the given situation (he must first issue at least one warning that the arrival in the pits is taking too long)

3.4.4. During the 5-minute rule, only the vehicle benefiting from the 5-minute rule will enter the service area.

3.4.5. In the event that the time of 5 minutes is exceeded (the driver is not in the car on the way to the starting point before the 5 minutes have elapsed), it is forbidden for that driver to continue in the competition for the current stage of the competition. This will result in a score of 0 points for the current heat. No work on the car is allowed during the drive to the start or in the pre-start/start area.

3.4.6. In the case of using the 5-minute rule, the driver has a maximum of 3 minutes to arrive at the start after completing the repair, including tire warming.

3.4.7. After the starter's signal to start, the 5-minute rule can no longer be applied to the current run.

4. CONDITIONS FOR PARTICIPATION

4.1. Conditions for cars

4.1.1. The cars must comply with the Technical Regulations of the division in which the driver is entered (Division 1 or Division 2).

4.2. Conditions for drivers

4.2.1. The competition is open to all persons holding an AS SLO driving licence. Foreigners with a valid driving licence from their own country may also participate. Licences may be annual or daily.

The conditions for obtaining an annual AŠ SLO license are:

- the membership of the driver in the club to a member of the AS SLO,
- have completed the special pre-season training prescribed by the AS SLO,
- the licence fee paid according to the AS SLO price list.

Conditions for obtaining a daily AŠ SLO license at the event itself:

- a mandatory meeting with the Competition Director at the event,
- payment of the daily licence fee according to the AS SLO price list.

- 4.2.2. Two drivers may compete with one car, if technically possible. The appropriate offset of their starting numbers for the qualifications is taken into account. In the event that two drivers of the same car meet in the elimination battles of the pairs, the winner of this battle is the driver who had the better ranking in the qualifications.
- 4.2.3. Vehicle substitution during the competition is allowed until the start of qualifying. The substitution of a vehicle must be requested in writing by NTL to the Jury and the replacement vehicle must have passed a technical inspection.

4.3. DRIVER SAFETY

- 4.3.1. The use of a homologated automotive protective helmet according to the specifications in the Technical Regulations for the 2026 National Drift Championship is mandatory.
- 4.3.2. The use of a visor or protective glasses is mandatory if the vehicle does not have side windows.
- 4.3.3. The use of FIA homologated seats according to the specifications in the Technical Regulations for the 2026 National Drift Championship is mandatory.
- 4.3.4. The use of FIA seat belts according to the specifications in the Technical Regulations for the 2026 National Drift Championship is mandatory.
- 4.3.5. It is mandatory to use clothing according to the specifications in the Technical Regulations for the 2026 National Drift Championship.
- 4.3.6. The use of a properly attached fire extinguisher according to the specifications in the Technical Regulations for the 2026 National Drift Championship is mandatory.
- 4.3.7. All openings on the car (windows, sunroofs...) must be closed (or covered with a safety net) during the competition in accordance with the specifications in the Technical Regulations for the 2026 National Drift Championship.
- 4.3.8. All drivers participate at their own risk, morally and materially, which they confirm by signing the application.
- 4.3.9. The organizer does not accept responsibility for drivers who cause any injury to themselves, third parties, vehicles or objects.

5. STARTING NUMBERS AND STARTING ORDER

5.1. Starting order

- 5.1.1. In a competition, the starting order is at the discretion of the organiser.
- 5.1.2. A deviation in the starting order is permitted if two drivers compete with the same car.

5.2. Starting numbers

- 5.2.1. Start numbers will be provided by the organiser.
- 5.2.2. The height of the starting number is at least 20 cm.
- 5.2.3. **The start number is to be placed on the bonnet. Only the start number from the event in question may be displayed on the vehicle.**

5.3. Start process

- 5.3.1. Start from a standstill with the engine running.
- 5.3.2. Drivers start exclusively at the starter's signal.
- 5.3.3. A driver who is more than 3 minutes late for the start of an individual race is considered to have withdrawn from the individual race. The start of an individual part of the competition is defined in the Supplementary Regulations for the relevant competition.
- 5.3.4. If it is necessary to change tires, this is allowed between individual stages of the competition or in the case of repeated runs (OMT).
- 5.3.5. The start of each stage of the competition is determined by the timing of the competition, which is defined in the Supplementary Competition Regulations or determined at the drivers' meeting.

6. APPLICATIONS AND APPLICATION FEES

6.1. Applications

- 6.1.1. All drivers must be registered for the competition within the deadline and in the manner determined by the organizer.
- 6.1.2. Entry shall be made on the form prescribed by the organiser. The entry form shall form part of the Supplementary Regulations for the competition.
- 6.1.3. Any changes to the entry form (driver, car, etc.) must be made within the deadline specified in the Supplementary Regulations for each competition.
- 6.1.4. All entries or substitutions that arrive late may be submitted by the organizer to the jury so that the jury can make a final decision at the first session on the possible participation of drivers who registered too late.
- 6.1.5. The Organiser may also make the acceptance of late entries subject to the payment of double the entry fee provided for in the Supplementary Competition Regulations.
- 6.1.6. In the event of a dispute regarding compliance with deadlines, the date of the postmark shall be taken into account.
- 6.1.7. By submitting the application form, the driver agrees that all recordings made by official photographers or cameramen at the competition will be used for the needs of the organizer (publishing on the internet, making videos, documentaries, etc.).

6.2. Registration fee

- 6.2.1. The entry fee for drivers is payable to the organiser's bank account or in cash on site.

- 6.2.2. In the event that the driver does not arrive at the start, the organizer reserves the right to retain the entire entry fee.
- 6.2.3. If the competition is cancelled, the Organiser must refund the entry fee in full to the payer within 10 days of the announcement of the cancellation.

7. TECHNICAL INSPECTION

- 7.1. The technical inspection takes place before the start of the training and is a prerequisite for participation in the training/qualification/elimination doubles.
- 7.2. The pre-race technical inspection is of a basic nature (safety requirements, general condition of the vehicle, tyres, etc.).
- 7.3. A driver and car that arrives for technical inspection outside the deadline specified in the schedule of the supplementary regulations for the competition must pay a penalty in accordance with the supplementary regulations.
- 7.4. The Technical Committee may carry out an extraordinary technical inspection of a car at any time during the competition.
- 7.5. Drivers are responsible for the suitability of their vehicle throughout the duration of the competition, from the initial technical inspection until the protest deadline.
- 7.6. The technical inspection shall take place at the same time as the entries at the designated location according to the timetable defined in the supplementary rules of each event.
- 7.7. The use of safety equipment and the suitability of tires are checked in the pre-start area, located in front of the "Burnout-box". If the tires are not suitable or the driver does not have the appropriate safety equipment installed, they must be replaced/installed - if as a result they do not have to appear at the start on time, they can use the 5-minute rule to correct the irregularity (of course, if they still have it available).
- 7.8. In the event of more complex repairs being carried out, an extraordinary technical inspection shall be carried out by a technical official. In the event of inadequate repairs or inadequate car settings (incorrectly set chassis geometry, etc.), the car shall not be allowed to continue in the competition

8. BRIEFING WITH DRIVERS

- 8.1. Before the start of each competition, the organizer must schedule a meeting with the drivers, at which attendance is mandatory.
- 8.2. The meeting with the drivers is chaired by the competition director.
- 8.3. A drivers' meeting shall be held no later than 10 minutes before the start of the first heat.
- 8.4. The organizer keeps a record of attendance at the meeting with the drivers and delivers it to the competition jury and the observer.

8.5. Failure by a driver to attend the drivers' meeting will result in a ban from the race or a penalty to be determined by the organiser.

8.6. A drivers' meeting and a walk around the track is compulsory for all drivers, and each driver can be accompanied by a maximum of 1 person.

8.7. Each briefing is recorded by the organizer.

9. TRACK

9.1. The area where the competition takes place is called the course.

9.2. The minimum track width is 5 m.

9.3. The maximum length of the course is 1000 m.

9.4. Straight sections shall not exceed 100 m in length, except for the section before the first bend.

9.5. The finish shall be no later than 15 m after the last change of direction.

9.6. Each track must include a pre-start area, a location for technical checks, a "Burnot-box" and an easily accessible area for support vehicles.

9.7. The layout of the course and the marking of the elements are defined in the Judging Regulations for the 2026 Drift National Championships.

9.8. The layout of the course is defined in the additional race regulations or is determined at the drivers' meeting.

9.9. Registration takes place at the designated location.

9.10. A pit is provided for each driver.

9.11. All locations are defined in the course layout.

10. SAFETY ON THE TRACK

10.1. The presence of a fire engine, an ambulance and a doctor or medical technician is compulsory throughout the competition.

11. SIGNALISATION

11.1. The following flags or traffic lights shall be used on the route:

- at the start: hand signal from the starter (according to an agreed protocol set at the drivers' briefing) or semaphore
- on the course: red flag

12. JUDGING

12.1. The competition referee team shall be determined by the organiser. The competition referees shall be licensed by the AS SLO.

12.2. Driving elements are judged in accordance with the Judging Regulations for the 2026 Drift National Championships.

12.3. All competition runs must be filmed in their entirety from the competition judges' location - usually by one of the competition judges.

12.4. The roles of the competition judges are determined by the Race Director or the head of competition judges.

13. KZNI

13.1. Penalties

13.1.1. Any irregularity, offense or unsportsmanlike behavior by a driver or NTL will be punished by the competition jury in accordance with the AŠ SLO sports regulations or special competition regulations.

13.1.2. If the offence is repeated, the driver shall be deemed to have retired from further competition.

13.2. Fines

13.2.1. A delay of up to 60 minutes for a technical inspection costs €50.

13.2.2. Delay of more than 60 minutes / prescribed by the competition organizer.

13.2.3. Failure to display the compulsory advertisements of the competition organiser shall result in a ban or disqualification from the competition.

13.2.4. The penalty for a driver's failure to attend the drivers' meeting shall be imposed by the competition organiser.

14. PROTESTS, APPEALS

14.1. A protest against a decision of the race officials must be notified to the NTL no later than 5 minutes after the unofficial results of each heat have been published. It must be made in writing no later than 10 minutes after the unofficial results have been published. Protests will be considered by the Jury of the event together with the Race Director and the race officials. Oral protests are not permitted and are punishable by disqualification from the event. An oral interview with the driver is only possible if the Jury wishes to hear a more detailed explanation of the protest.

14.2. When submitting a protest against a decision of the competition judges, a protest fee of €150 must be paid. All protests against a decision of the competition judges must be submitted using a properly completed protest form. If the protest against a decision of the competition judges is upheld, the result may be changed, or the individual elimination match of the pairs may be repeated (OMT), and the protest fee will be returned to the driver.

14.3. No recording of the processing of a protest by a competitor or his team is allowed except with the approval of the Jury.

14.4. All other protests are conducted and handled as specified in the AŠ SLO Sports Regulations – Point 13.

14.5. Appeals shall be made and dealt with as set out in the Sporting Regulations of the AS SLO - Point 14

15. PUBLICATION OF RESULTS

15.1. Results are announced on the noticeboard, electronically or via the official announcer.

15.2. Provisional unofficial results must be published immediately after the competition ends.

15.3. The final results must be published as soon as they have been approved by the jury.

15.4. The organizer is obliged to publish the final results after the last jury session and before the awards ceremony, in order to provide drivers with insight into any changes that may have occurred due to protests against the provisional results.

16. PRIZE

16.1. It is the obligation of each organizer to award prizes to the drivers who participated in the competition, in accordance with the DP RS Drift 2026 call.

17. COMPETITION BODIES

17.1. Competition organization

- Chairman of the Organizing Committee:
- Member of the organising committee:
- Member of the organising committee:

17.2. Competition management

- Race Director:
- Assistant Race Director:
- AŠ SLO observer:
- Contacts with drivers and NTL:

17.3. Competition Jury

- Jury President:
- Member of the jury:
- Member of the jury:

17.4. Competition judges

- Chief Competition Referee:
- Competition referee:
- Competition referee:

17.5. Technical Commission

- Chairman of the Commission:
- Member of the Commission:
- Member of the Commission:

17.6. Starter

- Head starter:
- Starter Assistant:

17.7. Referee/registrar

- Chief Judge/Registrar:
- Referee/registrar:
- Referee/registrar:
- Referee/registrar:

- Referee/registrar:
- Referee/registrar:
- Referee/registrar:
- Referee/registrar:

17.8. Race Secretary / Jury Secretary

- Race Secretary:
- Secretary of the Jury:

18. POWERS OF THE STEWARDS

18.1. the Race Director is responsible for the preparation and issue of the Supplementary Regulations

18.2. The race is run by the race director

18.3. The Race Director reports to the Jury on the progress of the race and any complications

18.4. The Jury shall, at its first meeting, examine the necessary documents of the event and the competition site and approve the start of the competition; at its second meeting, it shall approve the proper conduct of the qualification rounds and the results of the qualification rounds; and at its third meeting, it shall approve the proper conduct of the pairs elimination rounds and the results of the qualification rounds.

18.5. The Jury and the Race Director shall have full authority in the enforcement of these Regulations and the Supplementary Regulations.

18.6. The Jury confirms the results of the competition

18.7. based on the reports and the Race Director's requests, the Jury decides on:

- on the application of penalties for infringements of the Regulations.
- in exceptional circumstances, the Jury may supplement the Supplementary Regulations.
- may authorise the replacement of vehicles.
- may accept or reject corrections proposed by the competition officials.
- can impose penalties.
- may impose exclusions.
- review and can also correct the rankings.
- may prohibit the entry of a driver or car which the Technical Commission considers technically unfit.
- may exclude from competition any NTL or driver deemed unfit to compete, or who has behaved in an inappropriate or unsporting manner.

- the NTL or a driver who refuses an order from the competition authority may be removed from the track or competition area.
- may postpone the competition in the event of force majeure or for serious safety reasons.
- may change the position of the start or finish line if requested to do so by the race director or the organiser for the safety of the drivers and spectators.
- in the absence of one or more sports commissioners, the Jury may appoint one or more alternates.
- the jury may decide to stop the competition.

19. INTERPRETATION OF THE RULES

- The right to interpret this call for proposals rests with the Board of Directors of the AŠ SLO. The call for proposals was adopted at the 18th session 17.11.2025.

Slovenian Motor Sports Association,
AŠ SLO President Rado Raspet