

Technical regulations of the National Slo Drift Championship for 2026

Technical regulations for Division 1 competition vehicles, so-called "entry"

Article 1 – General

- Anything not expressly permitted in these Regulations is prohibited.
- Despite passing the technical inspection, it is the driver's responsibility to maintain the roadworthiness of the vehicle throughout the event.

Article 2 – Competition vehicle

- Vehicles that have (or have had) homologation for use on the road are permitted. Vehicles do not require FIA homologation.
- The use of competition vehicles with a valid or expired FIA homologation is permitted, although in the basic version the latter must also be road homologated.

Article 3 – Vehicle weight

- Div1 The minimum weight of the vehicle ready for competition, with all fluids and a maximum of 30 litres of fuel, is 1150kg, excluding driver or co-driver. The vehicle may be lightened in a manner that does not compromise the structural integrity of the chassis between the wheels.
- Bodywork stripping by chemical sheet metal thinning is prohibited.

Article 4 – Engine

- The installation of another engine of the same or another manufacturer is permitted. The nominal and actual engine displacement is limited to 3000cc and the nominal and actual engine power to 192kW, measured at the motor shaft. Engines with forced induction systems are not permitted (including retrofitting), and the installation of N2O systems is also prohibited. The installation of an ITB system is not permitted. The use of electric drive trains and Wankel engines is not permitted.
- The engine shall be mounted in the same position as in the production vehicle. It is permissible to relocate the engine mount and the engine mount position, but the fire barrier between the engine and the driving compartment shall be closed at the factory location.

Article 5 – Exhaust system

- The exhaust system can be modified and is not restricted. Care must be taken to ensure that the exhaust system is designed in such a way that there is no risk of fire to the car or the surrounding area.

Article 6 – Transfer of power

- Gearbox, clutch and differential are not defined.

Article 7 – Braking system

- The braking system is not defined. The brakes must work on all 4 wheels and have sufficient power to lock the 4 wheels at 100km/h on the race track.
- Conversion of the handbrake to a hydraulic system is allowed. The handbrake is optional. Additional calipers may be fitted for the use of the handbrake (maximum 1 caliper per bike).
- The brake force regulator is not defined.

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Article 8 – Control system

- The steering wheel and steering system are not defined.

Article 9 – Chassis

- Chassis modifications, replacement of springs and shock absorbers are allowed, provided that the basic principle of operation is not altered.
- The use of lock kits or chassis parts to increase the wheel angle of an appropriate quality is allowed (at the discretion of the organiser).
- The addition or removal of a stabiliser is permitted.
- The locations of the chassis mounting points on the bodywork must remain unchanged from the base vehicle. Exceptions may only be made with the approval of the Technical Committee. This must be applied for in writing by NTL to the Jury.

Article 10 – Rims and tires

- The tires on both axles of the vehicle must be approved for road use (DOT or the approval number next to the E marking).
- There is no limit to the nominal tyre width and nominal treadwear on the first axle.
- The nominal tyre width on the rear axle must not exceed 225mm.
- The width marking from the tire manufacturer must be clearly visible from the manufacturer's side.
- The cross-section and circumference of the tires are not limited.
- The nominal treadwear of the rear tyres must be greater than or equal to 280.
- Tires without a visible treadwear (TW) marking should not be used.
- Tyres must be identical (manufacturer, type, dimensions) on wheels on the same axle.
- All tyres must have the dimensions and TW marked separately in white (painted or circled)
- The maximum rim diameter is 17 inches and there is no limit on the width of the rims.

Article 11 – Extensions

- Extension of the track is permitted provided that the wheels remain covered by the mudguard or mudguard extension.

Article 12 – Spare wheel and mandatory equipment

- During the competition, it is permitted to remove mandatory equipment, spare tire, seats (except the driver's) and other vehicle equipment that does not affect safety from the vehicle.

Article 13 – Fire extinguisher

- A hand-held fire extinguisher with a minimum capacity of 1 kg must be fitted and must be located in the passenger compartment, securely fastened within reach of the driver.
- If an automatic fire extinguishing system is installed, it is not necessary to have an additional manual fire extinguisher.
- It is recommended to install a central fire extinguishing system, fia standard 8865-2015

Article 14 – Luminaires

- The removal of light fixtures is permitted, except for brake lights, which must be in perfect working order and clearly visible.
- Systems for manually deactivating the brake lights are prohibited.

Article 15 – Bodywork

- The bodywork must remain as standard, but modifications and reinforcements are allowed.
- Retrofitted guards and reinforcements in front of and behind the front and rear axles must be so designed that, in the event of a deformation collision, they nevertheless mitigate the force on the driver and at the same time do not endanger other vehicles or competitors.
- Transverse reinforcement between the suspension attachment points (on the same axle) is permitted on the bodywork.
- The installation of a skylight and/or vent is permitted.

Article 16 – Engine and trunk safety clips

- It is recommended to use additional safety clips for the bonnet and boot.
- If the serial system is used, the function of the additional bonnet closing safety device must be maintained.

Article 17 – Driver's compartment

- Modification of the driver's compartment is permitted. All elements must be securely attached and there must be no sharp edges or they must be adequately protected.
- If fuel pipes are routed through the cabin, they must be metal, must not be interrupted throughout the entire driver's compartment and must be additionally closed with a sheet metal / protection that prevents spillage into the driver's compartment.
- Coolant pipes may only be routed through the driver's compartment if they are made of metal and properly protected so that in the event of a spill, the driver or passenger are not injured.
- Coolers or fuel tanks shall be separated from the driving compartment by a fire wall or suitable protection. All parts of the power train shall be covered with suitable sheet metal.
- There must be no openings inside through which liquids could enter the driver's compartment or through which the driver or passenger could come into contact with the outside.
- The floor of the body in the driver's compartment must remain in the standard design or, in the case of floor repair, the repaired part must be made in accordance with the standard design.

Article 18 – Driving helmet

- The helmet must comply with one of the following standards: FIA 8859-2015, FIA 8860-2010, FIA 8860-2018, FIA 8860-2018 ABP, Snell SA2015, Snell SA2020
- A visor or safety goggles must be worn if the vehicle does not have a side window

Article 19 – Clothing

- Long-sleeved dress with long trousers is compulsory.
- The use of racing gloves is recommended
- It is also recommended to use an automotive FIA suit and gloves, the recommended FIA standard is 8856-2000 or FIA 8856-2018, the use of equipment with expired FIA homologation is permitted.
- The use of closed-type footwear (e.g. trainers) with hard laces or ties is compulsory.
- The use of FIA automotive footwear is recommended, the recommended FIA standard is 8856-2000 or FIA 8856-2018, the use of equipment with expired FIA homologation is permitted.

Article 20 – Driver and passenger doors

- The driver's and passenger's doors must retain the factory side-impact protection.
- If the car is equipped with a suitable safety cage that protects against side impacts, the driver's and passenger's doors can be replaced with a lighter version without reinforcements (this does not include cages with single-tube side protection).
- The driver's and passenger's doors shall be so constructed that there are no sharp edges or protruding or unattached features that could cause injury to the driver or passenger.

Article 21 – Glass

- A windshield is mandatory. Side and rear windows are mandatory and can be standard or made of suitable polycarbonate (unbreakable/lexan).
- It is permitted to remove the driver's or passenger's door glass if a safety net or a hand restraint system according to SFI 3.3 is used. In this case, it is compulsory to use a closed-type helmet with a closed visor or to use appropriate goggles in combination with an open- or closed-type helmet.
- During competitive races, the windows must be closed.

Article 22 – Protective arc (cage)

- The use of a roll cage is recommended.
- In places where the driver can touch it, the safety arch (cage) must be lined with suitable material that cushions the force of the impact.
- The roll cage must be properly attached and made of seamless tubes of suitable materials of appropriate quality.

Article 23 – Seat belts

- The use of FIA seat belts is compulsory, installation and use as described in FIA Appendix J 253.6
- Seat belts with expired approval may be used. Belts must be undamaged and fastened at the series anchorage points or according to FIA Article 253 Annex J standard.

Article 24 – Seats

- The use of FIA-approved seats is mandatory, preferably to the FIA standard as defined in Appendix J-253.16, seats with expired FIA approval are also permitted.
- The seats must be properly secured.
- The use of other seats or benches is free, provided they are properly secured.

Article 25 – Fuel tank

- The use of the original fuel tank, which must be mounted and manufactured in the serial version, is permitted.
- The use of a non-original approved fuel tank is permitted, which must be fitted to FIA Article 253 Annex J standard and separated from the driver and passenger by a partition or metal protection to prevent fuel spillage into the cab in the event of a leak. The use of a tank with an expired FIA approval is not permitted.
- All fuel pumps and the power supply system shall be located outside the driving compartment and shall be adequately protected by a fire wall or metal protection.

Article 26 – Towing device

- The vehicle must be equipped with a towing device at the front and rear (strap, towbar).

Article 27 – Battery

- The location of the battery is free.
- In the case of a serial version, it must be securely attached to the original mounting, with the positive pole covered.
- If it is moved to another location, the bed must be properly constructed so that the battery cannot move. For fastening, a strap with a capacity of at least 1000kg or 2x M10 bolts with a fixing clamp should be used.
- If the battery is in the cabin, it must be installed in a box that prevents acid spillage.

Article 28 – Electrical connection

- Electrical wiring must be professionally carried out with the appropriate choice of cables. The use of fuses is mandatory.
- All wiring must be secured in such a way that the cables are not damaged during the journey.
- In the driver's compartment, cables must be properly protected so that they cannot be damaged when entering or moving around in the car by the driver or passenger.
- It is recommended to install a main switch to turn off the electricity for the entire vehicle, which must be connected in such a way that it also turns off the engine. The switch must be located inside within reach of the driver's hands, and it is also recommended to add the possibility of triggering from the outside, which should be in a visible place and marked with an appropriate sticker.
- All electrical installations must be such that they do not pass between the safety cage and the chassis of the vehicle and, in the event of a collision, the wiring cannot be pinched between the two structures.

Article 29 – General condition of the vehicle

- The general condition of the vehicle must be such that it has no safety deficiencies.
- The technical commissioner may exclude any vehicle whose use could be dangerous for the driver or other participants (poor maintenance, inappropriate modification) from further competition or prohibit it from participating without the possibility of objection.
- Vehicles that do not comply with the above rules may exceptionally participate in the event after written approval from the organizer.

Article 30 – Junior competitors in Division 1, additional technical requirements

- Juvenile competitors in Division 1 must also comply with the additional safety standards applicable in Division 2 (See Division 2 Technical Regulations). This includes a mandatory safety cage, overalls, gloves and central fire extinguishing system.

Article 31 - Stickers

- The vehicle must be equipped with stickers provided by the organizer.
- These must be attached at a location defined by the organizer.
- All other stickers are allowed, but they must not obstruct the driver's field of vision or interfere with other competitors.

Article 32 – Models of exceptionally permitted rear axle tyres

- They are specified in the additional regulations

Technical regulations for Division 2/ so-called "Unlimited" category

The same rules apply as for Division 1, but with the following changes and additional technical and safety requirements described below:

Article 33 – Safety cage - Division 2

- The use of a safety cage is mandatory, the recommended FIA standard is given in Appendix J, Article 253.8.
- If a cage is installed that is not homologated by the FIA, a quality design and material of appropriate quality are required (seamless steel or CrMo of appropriate quality and dimensions).
- The Technical Commission may, at its discretion, reject a vehicle with a poor-quality safety cage.
- The use of safety cages with ABE road homologation, half cages and cages with single-tube protection on the driver's or passenger's door is prohibited.

Article 34 – Fire Extinguisher – Division 2

- The installation of a central fire extinguisher is mandatory, FIA standard 8865-2015 is recommended.
- systems with expired type-approval are allowed, but the system must be regularly checked for roadworthiness

Article 35 – Clothing – Division 2

- FIA overalls and gloves are mandatory, the recommended FIA standard is 8856-2000 or FIA 8856-2018, the use of equipment with expired FIA homologation is allowed
- The use of footwear with fia approval is also mandatory, may be expired. The use of the HANS system is recommended

Article 36 - Tires - Division 2

- The nominal width of tyres in Division 2 must not exceed 265 millimetres
- The treadwear label is not restricted.

Article 37 - Engine - Division 2

- There are no limits on engine power and capacity.
- The addition of a forced induction system is allowed, as are other means of increasing engine power.
- Engine modifications are not restricted as long as they are carried out with quality and do not pose a safety threat to the driver or other participants in the competition.

Article 38 – Chassis – Division 2

- Free modification of the chassis, replacement of springs and shock absorbers is permitted, provided that the basic principle of operation is not altered. Exceptions are only permitted with the approval of the Technical Committee. This must be applied for in writing by NTL to the Competition Jury.
- The locations of the chassis mounting points on the bodywork must remain unchanged from the base vehicle. Exceptions may only be made with the approval of the Technical Committee. This must be applied for in writing by NTL to the Jury.

Article 39 - Electricity - Division 2

- A master switch for switching off the electricity for the whole vehicle must be fitted and must be connected in such a way that it also switches off the engine. The switch must be located inside the vehicle within reach of the driver and must be fitted with an option for activation from the outside, in a visible position and marked with an appropriate sticker

Article 40 - Vehicle weight - Division 2

- The weight of the vehicle is not defined. The vehicle can only be lightened to the extent that it does not compromise the structural integrity of the chassis between the wheels.
- Bodywork stripping by chemical sheet metal thinning is prohibited.

Article 41 -INTERPRETATION OF THE RULES

Regulations was confirmed on the meeting of the Board of Directors of AŠ SLO in Ljubljana, 27.11.2025.

Association for Car Sport of Slovenia, AS SLO

President Rado Raspet