



TECHNICAL REGULATIONS OF LATVIA DRIFT PRO2 CLASS

1. COMPETITION VEHICLES

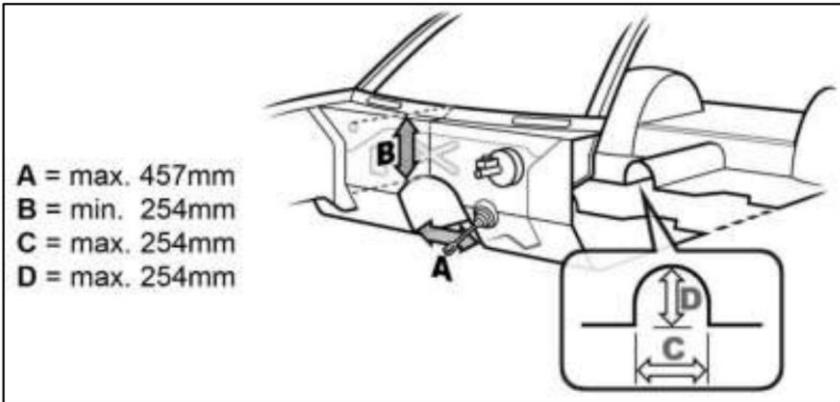
1. Eligible models must be considered a “production vehicle” and have had a minimum build run of 600 units in each model year.
2. Eligible body styles include coupe, sedan, hatchback, convertible or wagon. Convertible cars, must have roof (hard top/fiberglass).
Vehicles must maintain the original OEM steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points.
Trucks or SUVs or cars with tubular frame are not allowed.
Vehicles that do not meet the above eligibility criteria must petition for approval from Drift commission.
3. All changes and modifications what are not allowed here, are forbidden.
4. All the modifications must be of high quality. The quality of the construction is assessed by the scrutineers.
5. All additions, modifications and solutions of which by the scrutineers is deemed to be dangerous, is considered dangerous, and the participation of such a car in the race shall be decided by the Clerk of the Course on the basis of a report from the scrutineers.
6. The use and installation of car parts defined as "free" in these rules must comply with FIA Annex J Articles 252 and 253. "Free" means that if the original part is removed and replaced with a new part, the new part must not have any additional functions other than the original working principle.
7. All cars must be equipped with competition numbers and advertising stickers prescribed by the competition manual.
It is forbidden to install stickers on the contact points of the doors, hood and side panels. Advertising on the car must not obstruct the field of view of the competitor
8. In the PRO2 class, cars with rebuilt axle attachment points and non-load-bearing structures can be used.

2. CHASSIS MODIFICATIONS

1. The original OEM floor pan, frame and or unibody must remain unmodified between the vertical planes created by the original forward most and rear ward most suspension point or subframe mounting point. Except for transmission tunnel and firewall dimensions listed below, fuel cell and running gear rule.
2. Unibody or chassis may be stick or seam welded.
3. Plating (strengthening) of chassis floor is prohibited.
4. The original OEM floor pan, frame and or unibody must remain unmodified between the horizontal planes created by the original floor pan at the lowest horizontal plane to the roof at its highest horizontal plane. Except for cooling pipes tunnel (height 100mm, width 200mm, thickness max 1mm – passenger side), transmission tunnel and firewall dimensions listed below, fuel cell and running gear rule.
5. Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, tabs or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel. Cutting and modifying outer shell is allowed for installing aftermarket body panels. Any modifications to B pillar is not allowed.
6. Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody interior only if a suitable replacement structure of equivalent strength is installed.
7. No part of the engine casing may cross the vertical threshold of the original firewall in-to the transmission tunnel.
8. No other modifications may be made to the vehicle chassis, frame, or unibody.
9. Any holes in the firewall must be of the minimum size for the passage of controls and wires and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the driver's compartment.

3. FIREWALL AND TRANSMISSION TUNNEL

1. Modifications of the stock, OEM firewall and transmission tunnel are in Drawing 2:



2. Dimension A: Tunnel Width may be no wider than 45,70cm

3. Dimension B: Minimum dimension of 25,4cm between the bottom of the windshield and the top of the transmission tunnel.

4. Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 25,4cm.

5. Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 25,4cm.

6. Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 91,45cm.

4. SAFETY CAGE

1. PRO2 class cars must have a safety cage installed

2. The fitting of safety cage according to FIA Appendix J Art. 253.8 is compulsory.

3. Starting from 2023 all the cars must have safety cages according FIA Appendix J Art. 253.8

- 3.1. Cars built from 2027 safety cage must comply FIA appendix J 269 DC-2.

4. The fitting of safety cage or roll bar is compulsory. Mountings of the roll bar can be bolted. Roll bar must be made of cold drawn seamless unalloyed carbon steel tube. The fitting and the documentation according to Pro class minimum requirements and FIA Sporting Code Appendix J Art. 253.8.

5. Allowed only seam welded roll cages.

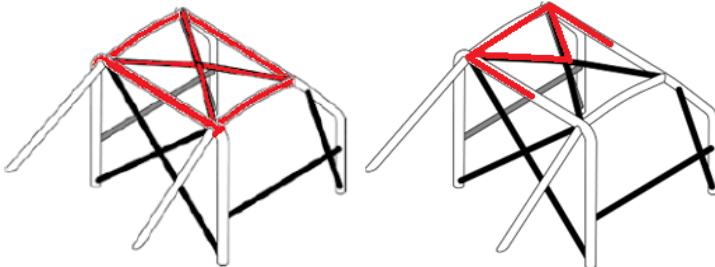
6. Teams may also choose to install "NASCAR-STYLE" door bars. According to FIA Appendix J article 269 DC1 regulations.

5. Padding FIA 8857-2001, or SFI 45.1

7. Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection. All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard. Drawing 3

- 8.8857-2001 type A (see Technical List n°23). Each padding must be fixed in such a way that it is not moveable from the tube. If only 1 racing seat is used, padding must be used according to picture 2 RHD and opposite for LHD

9. Safety cage tubes less than 40 cm from the head of the drivers must also be covered with flame retardant paddings, in cars with using 2 seats, they must cover all red drawn rollcage pipes.



5. BODY PANELS

1. Vehicles must maintain the OEM look and feel.
2. Panels must be clean, free of damage and presentable for competition.
3. All bodywork must be painted or covered and securely attached to the vehicle, it's not allowed to use self thread screws for attaching parts.
4. Aftermarket body panels, front and/or rear fascia's, side skirts and wings are permitted.
5. Over fenders are permitted.
6. All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle.

6. DOORS

1. Doors must be mounted to the chassis with unmodified factory hinges.
2. Doors must use the factory latch mechanism
3. The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.
4. Composite or fiber materials doors can be used.

7. BUMPERS

1. All vehicles must be equipped with safe front and rear bumpers.
2. Bumpers at minimum must span the width of the front and rear frame rails.
3. Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions to do so.
4. The bumpers must be attached to the vehicle with a minimum of two bolts of at least 8 mm, with a hardness class of at least 8.8, in order to prevent the bumper from coming off the vehicle.
5. The construction of the bumper must not protrude beyond the outline of the car and must be completely under the outer bumper.

8. TOWING STRAP

1. The towing straps must be at the front and rear of the vehicle.
2. The towing strap and its attachment must withstand a pulling force of at least 1.5 tons. If the unladen weight of the vehicle is greater than 1.5 tons, the towing strap and its attachment must withstand at least a pulling force equal to the unladen weight of the vehicle.
3. The opening of the towing strap must have a diameter of at least 50 mm.
4. Colored in a contrasting color to the surrounding body work.
5. If not clearly visible must that their position clearly indicated by the word "TOW" or an arrow in a contrasting body color.
6. The towing strap can extend a maximum of 50mm out of the body lines.

9. HOOD PINS

1. Composite or fiber materials hood and boot are allowed.
2. At least two additional safety fasteners must be fitted for each of the bonnet and boot lids.
3. The original locking mechanisms must be removed.



10. MIRRORS

1. Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.

2. OEM mirrors in the OEM mounting position are encouraged.

11. WINDOWS

1. Windshields must be OEM glass or Lexan/polycarbonate replacement.

2. Lexan/polycarbonate windshields must be a minimum thickness of 5mm.

Lexan/polycarbonate windshields must be securely mounted and have a vertical brace which is securely mounted down the center of the opening on inside the vehicle.

3. There must be no cracks on the windshield, in the driver's field of vision.

Windshields must be clear, use of tint is prohibited.

4. Vehicles must have at least one a functioning windshield wiper on driver's side.

5. Side windows shall have a window net, OEM glass, or a piece of Lexan/polycarbonate in place of both front window openings whenever the vehicle is on-track.

6. Door, side and rear OEM glass and/or Lexan/Polycarbonate must be securely attached to the car with bolts or body adhesive. Lexan/polycarbonate must be at least 3mm thick.

7. Window side and back window and side view mirrors have to be covered with transparent, non-colored safety film to avoid glass splitting in case of crash. Film thickness must not be over 100 microns.

8. Side windows and rear windows must be clear, use of tint or wrap is prohibited.

9. Competitors may choose to use arm restraints with SFI 3.3 homologation in lieu of side windows or a window net.

12. FRONT SUSPENSION

1. OEM front sub-frames and cross members are recommended

2. Modification of the front chassis, front suspensioon and their mounting points is allowed. The construction of the running gear must be done with high quality. The quality of the construction is evaluated by the technical committee.

13. REAR SUSPENSION LIVE AXLE

1. OEM front sub-frames and cross members are recommended

2. Modification of the rear chassis, rear suspensioon and their mounting points is allowed. The construction must be done with high quality. The quality of the construction is evaluated by the technical committee.

14. REAR SUSPENSION – INDEPENDENT

1. OEM front sub-frames and cross members are recommended

2. Modification of the rear chassis, rear suspensioon and their mounting points is allowed. The construction must be done with high quality. The quality of the construction is evaluated by the technical committee.

15. POWER STEERING / STEERING

The power steering tank must be ventilated. Ventilation of the power steering tank must be installed in a secure container fitted with a breather filter element for discharging pressure into the atmosphere.

16. BRAKES

1. The primary brake system must operate all 4 wheels.

2. Dual master cylinders pedal assemblies are allowed.

3. Driver adjustable brake bias is allowed.

4. Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass-through system. It can be mounted only by screwed adapters, no welding allowed.

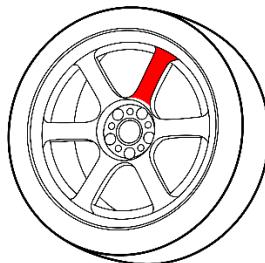
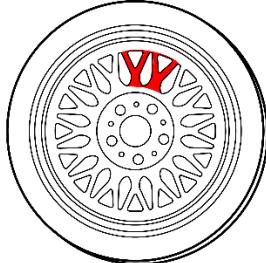
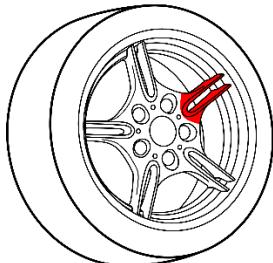
5. Carbon fiber, carbon ceramic, and carbon variant brakes or rotors are not allowed.

6. Brake pedal box reservoirs must be outside the cockpit or closed version or located in a sealed container.

7. Handbrake reservoir must be closed one.

17. WHEELS

1. The size of the wheels is free.
2. The use of additional locks between the rim and the tire is forbidden.
3. All wheels must have marked spikes with bright/contrasting color. Examples attached.



4. TYRES

1. Maximum tread width of the rear tyres is 225 mm.
2. Front tyres are free.
3. Only the street legal rear tyres is allowed.
4. It is not allowed to use semi-slick and full slick tyres.
5. Eligibility of the tyres is checked during the competition at the line-up area.

If there is any doubt about the suitability of the tire, send a clarifying question to dableds@gmail.com Technical control can also send the competitor back from the starting line, in case the competitor makes a mistake with the tire rule.

In the season 2026 it is prohibited to use performance, semi-slick or full slick tyres. If you have doubts about tyres you intend to use, please send the questions to dableds@gmail.com to avoid unnecessary problems at the scrutineering. If the driver violating the tyre regulations, scrutineers can eliminate the driver even from line-up.

5. ENGINE

1. Engine substitutions and modifications are free, but may only run-on gasoline, diesel, and ethanol blends.
2. All fluid systems must be free of leaks.

6. ENGINE CRANKCASE VENTILATION

Engine crankcase ventilation should be maintained in its original performance. If the engine air intake system is changed from the original, engine crankcase ventilation must be entered into securely secured container with a breather filter element for discharging pressure into the atmosphere.

7. COOLING SYSTEM

1. Cooling system modifications are free but must be fully closed and free of leaks.
2. Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.
3. If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a metal enclo-sure made up of 1mm steel, or 1.5mm aluminum. The floor of the enclosure must be de-signed to prevent accumulation of fluids. Liquids must not spray out of the housing if the cooling system lines break.
4. Cooling systems shall be filled with water only. Coolant Additives such as NEO "Keep Cool" and Redline "Water Wetter" are allowed.

8. OIL SYSTEM

1. Oil system modifications are free but must be fully closed and free of leaks.
2. If the oil tank is in the driver's compartment area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of 1mm steel, or 1.5mm aluminum.
3. The floor of the enclosure must be designed to prevent accumulation of fluids.

4. Engine crankcase ventilation must be entered into securely secured container with a breather filter element for discharging pressure into the atmosphere. We recommend using Half Engine size containers. (E.g., If engine is 2.0L then container should be 1L) Container should not be bigger than 3L.

9. FUEL SYSTEM

1. Fuel tank. Original fuel tank can be replaced with FIA FT3 1999, FT 3,5; FT5 v̄i SFI Spec 28.1, 28.2, 28.3, 32.1 safety fuel tank or other fuel tanks specified for autosport. Such fuel tanks must be labelled with:

- name of the manufacturer
- model and the serial number
- manufacturing or expiring date

If these data are not available, the fuel tank must be submitted to the EASU Technical Commission before installation in the car in order to receive the required marking.

2. The fuel system design is free, but engines may only run-on gasoline, diesel, and etha-nol blends. Cars running bioethanol E85 should be with equipped with E85 sticker on it.

3. Safety Fuel cells are required for all vehicles with a relocated fuel tank. FT3-1999, FT3.5-1999 or FT5-1999 and SFI 28.1 are accepted. They can be used with ended homologation term.

4. The use of safety foam in FT3-1999, FT3.5-1999 or FT5-1999 tanks is recommended.

5. Safety fuel cells shall consist of a bladder enclosed in a metal container.

6. If the factory fuel tank is retained it must be mounted in the factory location, and in the factory manner.

7. Fuel tank/cell must be separated and completely sealed to prevent the passage of fluids or flames from entering the driver's compartment by a permanently mounted steel or aluminum bulkhead. The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead. Fuel cells may be installed in the interior of the vehicle, preferably within the confines of the roll cage structure.

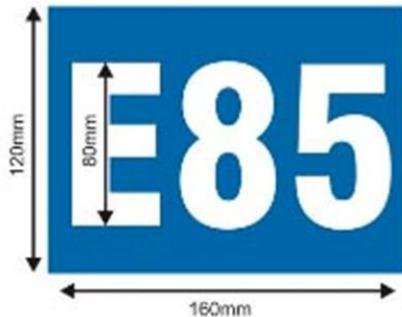
8. The floor pan may be modified to fit a fuel cell.

9. Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.

10. Fuel System must not leak on the track, starting line, or grid area.

11. Fuel cell ventilation must be entered into safety rollover 2way ventilation valve.

12. Cars with bioethanol fuel must have E85 sticker:



10. FUEL LINES

1. Fuel lines and fittings according FIA appendix J 253 Art 3.

2. All the fuel pumps must only operate when the engine is running, except during the starting process.

11. EXHAUST SYSTEM

1. The noise level must not exceed 100 dB at 4500rpm, measured at a distance of 0,5m from the end of the silencer at an angle of 45 degrees at 4500rpm in "A" and "SLOW" mode.

2. The tip of the exhaust pipe must extend over the rear axle and point downwards at a 45-degree angle.

3. Vehicles must have optional noise bungs, which can be securely installed to comply with additional noise restrictions at each venue. You MUST have options to silence your car at all venues.

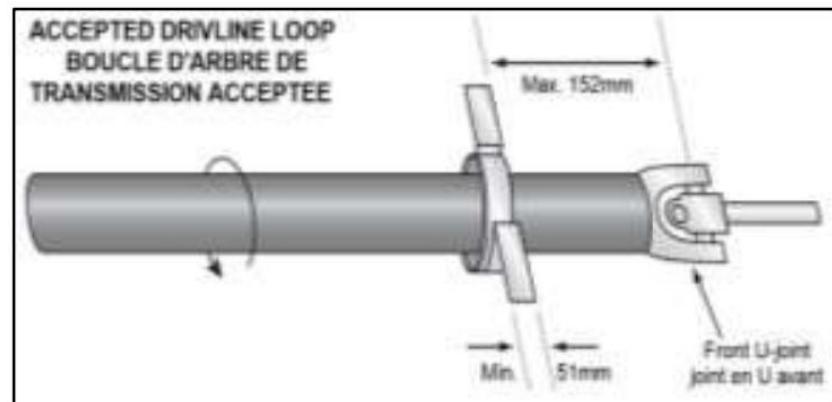
12. TRANSMISSION

1. All vehicles must be equipped with a functioning reverse gear.

2. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
 3. Gearbox and differential ventilation must be entered into securely secured container (outside driver's compartment) with a breather filter element for discharging pressure into the atmosphere.

13. DRIVESHAFT

1. All vehicles must have a driveshaft retaining loop mounted within 15 cm of the forward most universal joint and be securely attached to a unibody or frame structure as in Drawing 6.
 2. The driveshaft loop may be made of minimum 6 x 50mm wide steel strap or 22 x 1,5mm steel tubing and be securely mounted in case of universal joint failure.



14. VENTILATIONS

The ventilations of the car's equipment (engine, gearbox, differential, power steering) can all be placed in one container, or different containers can also be used. Vent containers must not be located in the driver's compartment and must be equipped with a vent filter to vent pressure to the atmosphere.

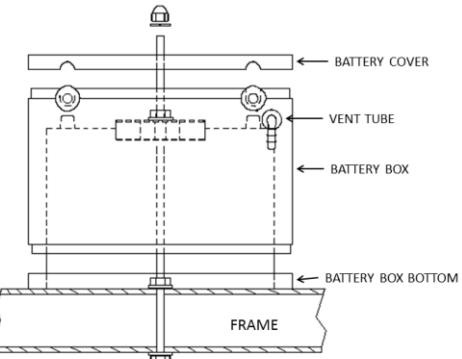
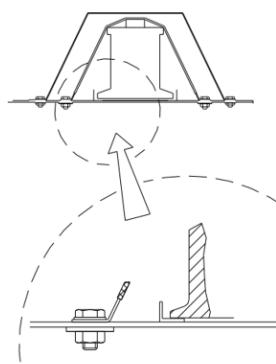
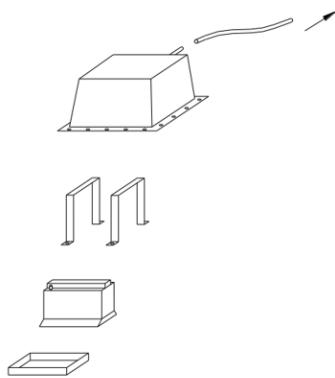
15. WIRES

All wire harness, that are located close to exhaust or turbocharger has to be secured with heat resistant, fireproof material. Other wire harness is not regulated, unless they match original and are well secured. Between the roll cage and the body there must not be any wires.

16. BATTERY

1. The battery is free, the rated voltage must be maintained.
2. The battery must be securely mounted, and the positive terminal completely insulated to avoid contact with any other metal parts.
3. Batteries may be relocated.
4. Batteries must be fastened to the frame or unibody with a minimum of two M10 diameter bolts and under each bolt, a counterplate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.
5. J bolts or hooks are prohibited. Only metal straps are allowed.
6. The wet battery must be covered with a leak-proof plastic box, attached independently of the battery. The location of the battery is free, but if in the passenger compartment, then only behind the first seats. If it is a wet battery, the protective box must contain an air inlet with an outlet outside the passenger compartment (see Drawing 7). If there is a dry battery in the passenger compartment, it must be electrically protected by a cover that completely covers it.

7. Only a dry battery may be used in the driver's compartment.



(2) 3/8" THREADED RODS TO PASS THROUGH BATTERY BOX AND HOLDDOWN TO SECURE THE BATTERY TO THE VEHICLE'S FRAME

Joonis 7 / - Drawing 7

7. MASTER CUTOFF

1. The car must be equipped with a general circuit breaker. The general circuit breaker must cut all electrical circuits (battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine. It must be installed according to the specifications listed in the Appendix J – Art. 253, clause 13 of FIA technical regulations. The location of the master cutoff switch must be marked with a sticker (Drawing 8)



8. STARTER

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

2. The racing car engine must start with the starter at any time.

9. GENERATOR

Generator is free

10. LIGHTS

EXTERNAL LIGHTS

1. Usage of car manufacturer OEM lights are highly recommended.
2. The original lights can be removed, but the resulting openings in the body must be covered. The hatch covers must follow the body design. A hole of up to 30 cm² can be left in each cover for cooling.
3. When removing the original taillights, at least two working brake lights must be added to the car.
4. Brake and tail lights can only be red, tinting is prohibited. All rear lights must be located symmetrically with respect to the longitudinal axis of the car and in the same transverse plane.
5. It is mandatory to use an additional LED brake light on the front and rear window. The minimum length of the brake light is 50 cm. The brake light must be installed above the window on the edge of the roof.
6. Additional brake lights must be connected to the existing brake light circuit.

11. INTERIOR

1. The interior of the vehicle must be clean and professional in appearance.

2. All non-essential and/or loose items must be removed.
3. All carpeting and/or sound deadening material must be removed.
4. The inner surfaces of the door must be covered so that there are no sharp edges or protrusions that could injure the occupants of the car.

12. DASHBOARD

The dashboard must be either original or a copy of the original made of composite or fiber material.

13. GAUGES

It's prohibited to use aftermarket mechanical gauges in drivers' compartment (oil, fuel, water).

14. SEATS

1. Seats must be homologated at least by the FIA standard 8855-1999 and may be used after their expiry date. Expiring date may be exceeded by 5 years. Provided that their framework is not deformed, supports not detached and that there are no significant damage or tears in the cover fabric.
2. The homologation labels must be visible and readable.

15. SEAT SUPPORT

Seats must be fixed to the two square tubes (min.35x35x2.5mm) or circle tubes (min 35mmx2.5), which are welded into cross member between bodyshell lower rail and central tunnel wall. All anchorage points must be reinforced with end plates (area 40 cm², thickness 3 mm). Cross member tubes and end plates must be from same material as bodyshell. In the case of light alloy bodyshell, end plates can be made from aluminium. Length of the end plate one side must be at least 60 mm.

It is highly recommendable to fix seats in conformity with FIA drawing 253-65B. Seat's side anchorage points thickness must be at least 3 mm in the case of steel or 5 mm in the case of light alloy. It is prohibited to use any adapters or insets between original mountings and seat anchorage point

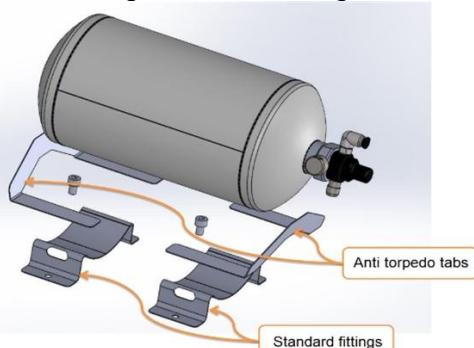
16. SEAT BELTS

1. Safety harness according to FIA Technical List No 57 and 24. Expiring date may be exceeded by 5 years.
2. All drivers must use a six-point safety harness always on the race track (practice, qualifying and pair races).
3. Installation according to FIA appendix J 253 – ART 6.
4. Arm restraints complying with SFI Spec. 3.3 can be used in lieu of a Window Net.

Arm restraints should be attached to the upper part of the forearm, just below the elbow. The length of the strap must be adjusted so that the hand does not go out of the rollcage area.

17. EXTINGUISHING SYSTEMS

1. Fire extinguishing systems are recommendable.
2. In all classes is recommendable to use 1 or 2 fire extinguishers according to FIA SC Appendix J Art 253.7.5.3
3. All the cars using E85 bioethanol fuel must be equipped with 2 (two) 2 kg fire extinguishers or with fire extinguishing systems.
4. All the fire extinguishers must be fitted and protected according to regulations.
5. Fittings must be able to withstand a deceleration of 25 g.
6. It must be secured by a minimum of 2 screw-locked metallic straps.
7. Anti-torpedo tabs are required.





18. HELMET

According to FIA technical list N.25 N.33 N.49

1. Helmet homologation must be valid
2. All occupants must wear a safety helmet during on-track sessions.
3. Helmet chin straps must be buckled or fastened while on course.
4. Cameras may not be mounted to competitor's helmets.
5. Use of FHR (HANS) systems are mandatory, according to FIA Technical List no 29
6. Any kind of helmet modifying is prohibited. Helmet painting must be done by certified painter. Customization must be done by following helmet manufacturer descriptions and must have issued certificate by the painter.

19. DRIVING SUIT

1. During the competition all drivers must wear FIA homologated fireproof overalls as well as gloves, a balaclava, shoes and helmet according to FIA SC Appendix L Art III. Safety equipment can be used five years after their expire date.

Driver's helmet according to FIA Technical List No 25.

2. Gloves, shoes, socks, balaclava, are required and must be fire-resistant material and certified to FIA 8856-2000 specs.

3. Articles must be free of holes, tears, or other openings except those made by the manufacturer of the equipment.

4. (FHR)HANS support is mandatory.

20. PASSENGER

1. Special requirements for cars driving with passenger:

- Passenger's seat must be fitted
- Passenger's seat attachments and safety harness must be in compliance with requirements of the driver's seat.

2. Additional requirements for passenger:

- The passenger seat (fastenings and belts) must meet the same requirements as the driver's seat.
- Passenger's equipment: clothing that covers the entire body and is not flammable; helmet, must match the driver's equipment; closed shoes; long socks that cover the ankle; gloves.