

2018 Technical and Sporting Rules

Version A1.4

Apply to events King of Europe Pro Series, King of Europe Pro2 Series, Queen of Europe ProSeries, King of Touge ProSeries, King of Asia ProSeries, King of Desert ProSeries, King of SudAmerica ProSeries, King of France and King of Nations ProSeries.

I. TECHNICAL RULES

A. THE CAR

A1. Scrutineering

It is the responsibility of the competitors to ensure that their vehicles at least meet the minimum safety requirements. The entry form includes a waiver which shall be completed and handed in at Event Documentation. Competitors shall make their safety apparel and vehicle available for scrutineering at the request of the appointed scrutineers or the event organiser. The vehicle shall be presented in the condition in which it will be used in competition, with all equipment fitted.

A2. Chassis and Body

The race car chassis must come from a well-known car manufacturer. Chassis modifications are allowed. Aftermarket body panels, bumper covers and wings are permitted. All hoods and deck lids must be adequately and securely fastened.

Removable doors must be secured by a safety clip.

A3. Suspension

Suspension upgrades are allowed.

A4. Fuel and Fuel Tank

Any grade of automotive gasoline may be used for fuel. E85 Ethanol may be used as well.

The vehicle shall use the original fuel tank or FIA-approved safety fuel tank following FIA Article 253.14, Appendix J to the ISC or a safety fuel tank following SFI 28.1 isolated from the driver's compartment.

Fuel filler caps must be securely fastened so as not to open on impact. Fuelling must be done with manual pumps only. It is forbidden to use any kind of air compressor system or pressurized air bottle to fill the tank/cell. Fuel Pipes going inside the cockpit must be installed and protected according to article FIA 253-2013.

Fuel must be stored in a central storage/filling point defined by the promoter at every track, filling must be done in this safety zone as well. Filling must be done wearing safety fire-proof equipment on the body and the head.

For application on 01.01.2020

The vehicle shall have an FIA-approved safety fuel tank, fire wall, fuel lines and any other tubes such as cooling pipes following FIA Article 253.14, Appendix J to the ISC.

A5. Brakes

Brake bias modifications and controllers are permitted. Brake systems including caliper, rotor & pads, lines, fluid and pedals must be in good shape and working condition. LED brake light over the front windshield is mandatory, minimum width is 80cm.

A6. Engine

Engines are open for modification or replacement. All drain plugs must be securely fastened. No leak of any liquids from the engine is tolerated and would lead to immediate disqualification during the race.

No water pipe is allowed inside the cockpit.

A7. General Circuit Breaker

All vehicles must be fitted with a general circuit breaker / battery master switch that must cut all electrical circuits (battery, alternator or dynamo, lights, horn, ignition, electrical controls, etc.) except the automatic extinguisher system and must also stop the engine.

It must be accessible from outside the car and should clearly be marked outside the vehicle with an appropriate sticker, preferably on the top of the left front arch.



A8. Seats

FIA-approved Racing seat following FIA Article 253.16, Appendix J is compulsory.

Seats with head supports are mandatory for every driver.

A9. Safety Harnesses

Vehicles must have a minimum 5-point seat belt following FIA standard 8853-98, or SFI 16.1 or 16.5. The installation shall meet the FIA Article 253.6, Appendix J to the ISC, independently of whether the harness is FIA or SFI approved. Seat belts must have a manufacturer's tag with a legible date.

For application on 01.01.2020

Vehicles must have a minimum 5-point seat belt following FIA standard 8853-98. The installation shall meet the FIA Article 253.6, Appendix J to the ISC.

A10. Lateral Windows, Sunroofs, Windows Nets and Arm Restraints

For convertible and soft-top vehicles, it is compulsory to install window nets according to FIA Article 253.11, Appendix J to the ISC and arm restraints in accordance with SFI3.3 specifications. Vehicles should have sunroofs either removed (welded or metal covered) or protected with window nets.

For all other vehicles, it is mandatory to have clear OEM glass with safety film or Polycarbonate (minimum thickness 3.8 mm) side windows or window nets according to FIA Article 253.11, Appendix J to the ISC or SFI 27.1.

Vehicles must run with windows closed.

A11. Leak

Catch tanks must be installed and securely fastened. No fluid leaks of any kind at any time will be tolerated, any leak will lead to immediate disqualification. Additional cleaning costs may occur if a full clean-up is requested by the racetrack.

A12. Hooks

Functional, visible and accessible tow hooks on both front and rear of vehicle which are clearly marked by an arrow must be installed. If the original tow hook is being used then an extension strap is required.

A13. Lights

All cars must have two perfectly visible working brake lights, and two working headlights. Brake lights and headlights must be as strong as OEM items, additional rear LED banner can be used if the OEM brakes lights are not strong enough.

A14. Battery

Battery must be securely fastened down with metal straps and must be totally covered.

A15. Exhaust

Every car must maintain a safely installed exhaust system.

A limit of 95db will be requested by some racetracks, keeping within the 95db limit is strongly advised for drivers intending to take part in the entire championship.

For new drift cars built after 01.01.2018

Exhaust must exit on the rear of the car or at least on the side of the car, behind the driver seat with a limit of 95db.

A16. Safety Cage and Cage Padding

For cars built with a safety cage before 01.01.2016

6-point safety cage and safety cage padding following FIA Article 253.8, Appendix J to the ISC, are compulsory. Safety cage padding according to SFI45.1 is also acceptable.

For cars built with a safety cage after 01.01.2016

Safety cage and safety cage padding following FIA Article 253.8, Appendix J to the ISC is compulsory.

A17. Fire Extinguisher system

All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC or with SFI17.1. Each substance cylinder shall have a current inspection/filling certification tag no more than 6 months old. The tags shall be visible on inspection without removing the cylinder.

Internal and external activation triggers are mandatory. Outside activation should clearly be marked with the appropriate sticker.



For application on 01.01.2020

All cars shall be fitted with a plumbed-in fire extinguisher system in accordance with FIA article 253.7.2, Appendix J to the ISC

A18. Doors

The Inside/outside door latch/lock must be operable in all circumstances on both the driver and passenger side. Removable doors must be secured by a safety clip.

A19. Tires

Tires must be covered by the body of the car.

Colored-smoke tires are only permitted during practice and qualification. During battles, only tires producing regular white smoke are permitted.

ProSeries drivers must run with maximum size of 265/35/18 (unless larger dimensions advised on OEM). Official allowed tires list for ProSeries to be released by FIA for season 2019.

Pro2Series drivers must run with maximum size of 265/35/18 (unless larger dimensions advised on OEM). Official allowed tires list for Pro2Series to be released by FIA for season 2019.

A20. Race number and Series sponsors

Windshield upper zone must stay free in order to apply the mandatory race sunstrip.

Mandatory branding stickers have to be applied around the car, respecting the original positioning zone supplied at registration desk. Stickers must be applied with a maximum angle of 45 degrees, 50cm from a competing brand (priority to Series brand) and without any cutting.

Drivers also accept to display/wear all series partners promotional items, including caps on the podium. Mandatory branding is available on the website.

A21. Professional car looking

Cars are required to have all essential body parts/panels intact. It is mandatory to maintain bodywork to a professional standard, including a recent paintjob and nice positioning of decals. Non-professional car look could lead to cancellation of registration.

A22. Podium Ceremony

Drivers are required to wear sponsor caps during the full podium ceremony, until all 3 drivers are on the podium and official pictures taken. Each driver is then allowed to wear their own sponsor caps and stand alone on the podium for photographs or similar only after the official ceremony has taken place.

Any disrespect of these rules will lead to disqualification with full loss of points.

B. DRIVER AND PRESENTATION

B1. Driver

All drivers must wear overalls, including gloves, long underwear, balaclava, socks and shoes conforming to the FIA 8856-2000 standard (Technical List No.27) or SFI 3.2/A/5. All items shall be in clean and serviceable condition. Users must ensure that garments are not too tight.

Suit FIA standard 8856-2000 or SFI 3.2A/5

Boots FIA standard 8856-2000 or SFI 3.3/5

Gloves FIA standard 8856-2000 or SFI 3.3/5

Balaclava FIA standard 8856-2000 of SFI 3.3

Underwear (top, pants and socks) FIA standard 8856-2000

When using FIA-approved clothing, Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC must be respected.

Special FIA equipment package is available for KOE drivers at a reduced price.

For application on 01.01.2020

All drivers must wear overalls, plus long underwear, a balaclava, socks, gloves and shoes homologated to the FIA 8856-2000 standard (Technical List N°27). Chapter III – Drivers' Equipment, Article 2 "Flame-resistant clothing", Appendix L to the FIA ISC must be respected.

B2. Helmet

The driver shall wear a helmet following FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004, 8860-2010, Snell SAH2010 or SA2015. When using FIA-approved helmets, Chapter III – Drivers' Equipment, Article 1 "Helmets", Appendix L to the FIA ISC must be respected. Helmets must be compatible with a Frontal Restraint System. FIA helmets must be included in Technical Lists 33, 41 or 49. It is strongly recommended to wear full face helmets. Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.

No portable camera system is allowed to be installed on the helmet.

For application on 01.01.2020

The driver shall wear a helmet in accordance with one of the following FIA standards 8858-2002, 8858-2010, 8859-2015, 8860-2004 or 8860-2010. Chapter III – Drivers' Equipment, Article 1 "Helmets", Appendix L to the FIA ISC must be respected. The helmet shall be included in Technical Lists 33, 41 or 49. It is strongly recommended to wear full face helmets. Helmets shall be undamaged and in serviceable condition. Glasses worn under the helmet shall be shatterproof.

B3. Frontal Head Restraint (FHR)

FHR/Hans is compulsory. FHRs following Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC or SFI 38.1 are accepted.

For application on 01.01.2020 FHR is compulsory. Only FHRs following Chapter III – Drivers' Equipment, Article 3 "Frontal Head Restraint (FHR)", Appendix L to the FIA ISC are accepted.

B4. Car Presentation

Cars must have a professional presentation, it is required to have all body parts and panels to enter the racetrack including front bumper, rear bumper and hood.

Temporary emergency fix (tape) must be used to affix body panels to the car only in the necessary case of damage caused while on track, the car must then be fully repaired in time for the next race. A full respray of the car is strongly recommended before the start of a new season. No more than 2 action cameras can be set on each car during the race. Each car must display national flag of his driver on side windows.

B5. Paddock Presentation.

Every race car must be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetracks paddocks. Teams are allowed to promote their partners within their paddock tent, but are not allowed to setup any kind of shop or merchandise area within their paddock zone without written authorization of KOE management.

B6. Paddock Extinguisher.

Every team must have a visible portable fire extinguisher near to their car in the paddock, minimum 2kg bottle.

B7. Paddock Security.

Speed limit in the paddock is FIVE kilometers per hour.

Any car must be secured with safety stands when someone is working under the car, or during transmission warmup operations.

Access ways must be kept clear at all times for the passage of emergency vehicles.

II. SPORTING RULES

C1. Briefing

Prior to any practice, qualifying or competition sessions taking place, the Clerk of the Course will brief all drivers on the emergency procedures.

Judges will inform all drivers about sporting rules during the briefing.

All drivers must attend at the exact specified time for every briefing wearing their racing suit and racing shoes. Each briefing is scheduled for 10 to 15 minutes before the cars are due to enter the track, so every driver must be ready to drive.

Drivers must also wear their racing suit during the signing sessions. Signing sessions shall take place at each round, priority will be given for regular season drivers.

C2. Competition Course

The organizer will provide the following running sections according to the competition field, including its shape, they will specify the competition course drawing prior to the start of each event. Each competition course is composed of the following:

- 1) Start line
- 2) Acceleration section
- 3) Attack Line, followed by competition (judged) section
- 4) Finish line
- 5) Deceleration section
- 6) Position of the Judges

C3. Start Procedure

The start procedures are always given by a "starter" at his discretion, whilst he remains under the management of the Clerk of the Course. The "starter" may be replaced by two lights: One RED prohibiting the start, the other GREEN authorising the start.

The drivers must turn up at the start of each run wearing the mandatory clothing and equipment. Drivers must wear this for the entire duration of the competition, failing which they will not be authorised to participate, or will be subject to immediate disqualification if discovered during or after the run.

C4. Qualification Session

All cars will go for 2 qualifying laps without a warmup lap, the best lap will then be used to establish the Top32. In the event of rain or weather which does not cause cancellation of qualifying, the rule “first come, first served” is applied as there is no specific order to pass the qualification session. No return to paddock is allowed after lap1 is finished, returning to paddock after lap1 will lead to cancellation of lap2.

In any case the driver must be sure to make the 2 qualifying laps during the time frame allowed for qualification. Queuing during the last minutes of qualification and not being able to make qualification laps, will not be accepted as a claim.

If several cars obtain same score, a second lap will be run, if it remains still equal, an extra single lap “last run” session may be set up to obtain different scores between those drivers.

If only 1 car has a double zero, Judges might take the decision to grant access to the race if there is not enough drivers to fill up the grid (32 for Pro, 16 for Pro2, 4 for QOE)

C5. Finals

According to the qualification results, a final with best 16 or best 32 drivers will be set up, each driver going head-to-head against another driver in a classic direct elimination scheme (1st against 32nd, 2nd against 31st, etc.). All cars will go for 2 laps without a warmup lap. Judgement details will be given below.

C6. Overtaking

Overtaking is not allowed during battles, especially if the leading driver is following an outside clipping line. The only exception for this rule is when the leading driver is totally outside of the line imposed by the judges, or when overtaking is the only option to avoid a crash or an emergency stop.

C7. Backup Car

Every driver has the opportunity to swap their car with another available one before the qualification session. During the finals, drivers can only use the car which they used during the qualification session.

C8. Mechanical incident during finals (ex-5minutes rules)

A car suffering from a mechanical incident in Top32/Top16/Top8 before its turn to race will have the possibility to shift the battle to the end of the current cycle. If the issue occurs during the Top16, then the battle will be shifted to become the last battle of the Top16.

This shifting possibility can be used only once per event, per driver and will not exist for the semi-final, 3rd place final and final battles.

In any case, between laps 1 and 2 of the same battle during the race, any mechanical intervention to either of the cars (excluding tire checks, unexpected tire conditions, tire pressure adjustments or body panels adjustments) will lead to immediate disqualification. Regular tire change is not allowed between lap 1 and lap2 except flat tire.

In the case of "One More Time", cars are able to return to the paddock for changing of tires and OMT battles will be shifted to the end of the current cycle. In all other cases, both cars will have 120 seconds to approach the start line and line up. Timing will begin once the race marshals have informed the drivers before Lap1. For Lap2 the cars must return to the start line within 120 seconds after passing the finish line. If one of the cars is ready to race, but blocked somewhere either on the track or paddock for unpredictable reasons then countdown shall be stopped until the car is free to drive again.

In the case of an opponent not reaching the start line within the given time, the lined up car must then run its battle alone in any case, the run will then be judged and scored.

C9. Team championship King of Europe ProSeries

Team championship is to be compared to the F1 manufacturers championship. Each team is composed of a minimum of two drivers and maximum four. Throughout the season the individual points of the top two drivers in the team will be added to the team championship.

At the end of the season, the best team will be declared "King of Europe Team Champion". A cup for the best team of the round will be offered at every King of Europe event. Changing team during the season is not allowed.

C10. One more time battle rule "sudden death" style

There is a possibility to have "One More Time" twin battles (3rd and 4th Battles) after a draw during the initial two battles. In the case of equal points again after these two extra battles, we will then change to a single lap as a "sudden death" battle. The driver with the highest Qualification position will be the leader of the first sudden death battle, sudden death battles will only continue if the score is 5-5. This rule will apply for the final of the event, however in this case, one more time battles will use the usual 2-lap method until we have a winner.

C11. ZERO point rules

You will be sanctioned with 0 points in the following cases :

- * Spin (during qualification or battle), passing the finish line whilst beginning to spin, and spinning after the finish line will be considered a spin.
- * Voluntarily slowing drift (during battle)
- * Not showing fair play on the racetrack (during battle)
- * Two (or more) wheels off the track (during qualification or battle)
- * Major understeering (during qualification or battle)
- * Voluntarily hitting the opponent and disturbing his driving line (during battle)
- * Stopping the drift in a drift zone
- * entering the track without mandatory body parts (hood, bumper, etc..)
- * Hoods, Hatch, trunk or doors opening (qualification or battle)
- * A chase driver not chasing the lead driver after 10-0 was scored on the previous run
- * After two consecutive false starts caused by the same driver.

C12. Live video recording for judging

During the final battles, an additional judge will be dedicated to the live video recording of the two battles. Each battle run will be recorded, and the judges will have the ability to review this immediately if necessary.

C13. Judging info - Qualifications and Telemetry

In qualification, each run is judged on four criteria: Angle, Speed, Line and Impact.

Angle measures the amount of counter-steer and relative rear slip angle a driver uses through the course. Telemetry system records attack angle at the start of drifting and the average angle through the course. Drift is Angle! A maximum of 5 points are allowed for attack angle and 25 points for average angle.

Speed is the amount of speed the driver is able to carry through the entire course, not only judging the entry speed, but the overall average speed. Maximum points are awarded for high speed entry and consistent speed throughout the entire course.

Our telemetry system will provide your entry speed and also your global average speed. A maximum of 5 points are allowed for attack speed and 25 points for average speed.

Line is the ideal path a vehicle must take on the course and is marked by inside and outside clipping points/zones. Inside clipping points/zones are marked on the course where the vehicle's front bumper should come as close as possible to this point. Outside clipping points/zones are scored by determining how close the corner of the vehicle's rear bumper comes to the point/zone. A perfect line also means perfect drifting skills throughout the entire course, any understeering or other technical mistake will remove points from your total line points.

Impact is the general feel of the pass. This is the most subjective criteria and judges will look at the spectators for the most "excitement" that the driver can bring.

Drivers should be able to demonstrate full control of the car at all times. Telemetry will give up to 30 points for speed and also up to 30 points for angle. Judges will give up to 40 points for the line and the show.

In some races judging may be 100% human, without the usage of telemetry but using the same criteria mentioned above.

C14. Judging info - Twin Battles

Professional drift events are judged on execution and style, it is mandatory that the judges are intimately familiar with the capabilities of the cars and the advanced driving techniques employed by the competitors.

Twin Battles are based on two runs, using a 1-on-1 format, with competitors paired up based on seeding position (Top16 or Top32). The higher qualifier will lead the first run and the second led by the lower qualifier.

The critical success factor is for the lead car to be able to run the course at high speed and full throttle without error, whilst being pressured by the following car. The following car is to try and "out drive" the lead car with at least same angle or better angle whilst maintaining the leader line.

Driver consistency during a tandem battle is critical. Most of the time a driver may lose the battle due to their own mistakes (going off-track, understeering, etc.) rather than purely being over-pushed by the follower.

Lead car must be able to clear the course on the qualification line without making any errors due to distraction or pressure by the following car. Clipping points/zones are also used during battles and both cars must follow the qualification line. If the leader is not following the qualification line perfectly, then this will be a penalty for the leader. If the follower is not using the qualification line as perfect as the leader in order to get closer, this will be a penalty for the follower. Follower must always follow the leader line even if this is not the correct line.

Following car needs to run as good as the lead car, this means they should keep the SAME angle as the leader and also put pressure on them. The following car should keep as close to the lead car as possible to gain the advantage. If the following car produces more speed but with LESS angle, this will not be considered as 5-5.

It is very important for the follower to keep as close as possible to the leader from the start to finish line. Collisions may occur during twin battles and in the event of contact, judges will decide the final issue in a case of major collision.

Pace Zone can be marked with a cone or comparable marker and may be placed on the acceleration zone to keep the twin battles fair and close together. The use of a Pace Zone will be specified during the driver's briefing.

Twin Scoring will be observed by the judges during the head-to-head battle. Each round will be scored on a 10 points sharing (5-5, 6-4, 7-3), a double 0:0 can be also given in the of a mistake from both drivers. The pointing is based on the rules stated above. At the conclusion of the head-to-head battle, judges will declare a winner from three options:

1. Driver "A" wins
2. Driver "B" wins
3. One more Time

After a draw, a "One More Time" will be granted, and the competitors will begin another 2-run head-to-head battle followed by a sudden death style battle.

All judging, video recording and telemetry analysis will be done from the judging tower. We strongly advise drivers to use good tactics such as putting pressure on an opponent through a more aggressive drift angle, carrying a higher speed through a corner, and showing good strategy on the second battle according to the result of the first battle.

All judges calls are final.

C15. Claim

Official claims are only accepted after the race. This claim will have to be written on paper describing the issue with the technical or sporting rules.

Judging decisions are finals and will explained during Judge's debriefing session after every race.

Drivers who open a claim should understand that a claim will engage their points gained during the event in question. The claim will be reviewed after the race and an official statement will be published to answer this claim in the next days.

If the claim is justified, the decision will be made according to this claim. If the claim is unjustified, the driver will lose all of their points gained during that event.

C16. Incident on the track

The driver of a car which is immobilised whilst on the track must do their best to pull over to the side. They will obey to the marshals and officials. They will not get out of their car except in a case of force majeure (fire) and only when an official authorises him to do so.

Once stopped, the driver may not restart on his own initiative. Drivers are strictly prohibited from pushing their cars. A car immobilised on the circuit will be removed by the organisation. Under no circumstances the team of the driver is authorized to enter on the track course (between the start and finish line).

C17. Warm up zone

A warm up zone will be available before the start line to safely warm up your tires.

No static burnout is allowed at any time.

C18. Penalties and Exclusions

Penalties will be applied for the following reasons:

- * Missing or being more than 5 minutes late at briefings, not wearing racing suit at briefing: 50 Euros penalty (offered to the winner of the event).
- * Entering the track without all sponsors stickers attached, or with stickers in wrong place whether during practice or qualifications: 50 Euros penalty (offered to the winner of the event). During battles: Immediate disqualification.
- * Refusing to take official on board video cameras, refusing to make video interviews with the official KOE video team, missing the personal video chroma recording will make you lose all the points gained at that event.
- * Refusing to attend / missing the podium ceremony when being Top3 or Team winner, will make you lose all the points gained during the championship for you and for your team.

Exclusion for one race, several races or the full championship can be pronounced for the following reasons:

- * Any behaviour deemed dangerous on the track or in the infrastructures (paddock, etc.).
- * Inappropriate speeds off the track.
- * "Wild" practice in unauthorised places, including the paddocks.
- * Anti-sporting behaviour.
- * Failure to respect the signalling and the orders issued by the officials and the marshals.
- * Entering the track with a known technical non-conformity.
- * Doping infringements (alcohol and drugs).
- * Failure to observe any important directives specified during the drivers' briefing.
- * Failure to respect the duties of the driver and/or his team.
- * Any disrespectful behaviour towards spectators, other drivers/teams or officials.
- * Using social media to spread a negative image of the event, the competition, the judges or any King of Europe official.

C19. Rankings if the race is interrupted before completion

- * If the race is interrupted before the qualifications, all drivers attending the race will take 20 points (40 points for the final round).

- * If the race is interrupted before the Top32, the qualification rankings will be the race rankings, (The qualification leader will be the winner of the race.)

- * If the race is interrupted during the Top32/16/8/4/2, drivers already eliminated will take the points of their rankings. Non-eliminated drivers will take the points according to the qualification standings. (Example: If the race is stopped during the Top16, drivers already eliminated in first round will take 40 points, drivers already eliminated in the Top16 will take 50 points and remaining drivers will take points according the qualification rankings.)

C20. False start

In the case of a false start by one of the two drivers during a battle, the judges can give a restart provided that the false start is minor/involuntary. A warning, or a 10-0 scoring for the driver involved in a major/voluntary false start will be issued. Only Judges can decide the appropriate decision.

C21. Classifications

During a drift competition, there are two classifications:

- 1) The classification for qualification, which enables the running order of the finals to be established.
- 2) The final classification after elimination, in order to determine the general classification of the competition.

C22. Pointing system

Registration at one event : 20 points (for final round: 40 points).

Position	Points in Qualify	Points in Race
1 st	20	100
2 nd	10	90
3 rd	8	80
4 th	6	70
5 th	5	50
6 th	4	50
7 th	3	50
8 th	2	50
9 th to 16 th	1	30
17 th to 32 th	0	20

Qualification points do not apply to King of Touge, Pro2 Series and Queen of Europe.

ATTENTION : Points at the final round are double!

In the case of equal points between two drivers in the general championship rankings, the number of round victories will make the decision between the two drivers. In case of equality again or in case of no victory, the number of second positions will decide, followed by third positions and so on.

C23. Entering King of Europe Pro2 Series

Pro2 Series is open to anyone with the exception of drivers who have featured within the Top 10 of King of Europe "Pro" Series standings, or finished in a podium position of Pro round. Entering Pro2 and Pro Classes same weekend is not allowed anymore.

C24. Entering King of Europe ProSeries

ProSeries is opened to 3 types of drivers:

- 1) Drivers who have already attended ProSeries events in the past.
- 2) Drivers who have finished in the Top3 of a national well-known championship.
- 3) Drivers having achieved a full season in Pro2 West or East the year before.

Drivers in King of Europe ProSeries not managing to qualify into the Top32 for 3 times in a row will be automatically downgraded to the Pro2 Series.

C25. Entering King of Touge/Asia/SudAmerica/Desert/Nations Series

These events are opened to 3 types of drivers:

- 1) Drivers who have previously attended KOE ProSeries events in the past.
- 2) Drivers who have achieved podiums, or good results in their national series.
- 3) Drivers invited by the promoter.

C26. Pointing system for Pro2/Queen of Europe Series

Final Rankings of Pro2 Series/Queen of Europe will be based on 3 qualifiers rounds plus the final round. If a driver is making more than 3 Qualifier rounds (4, 5 or 6 rounds), only the best 3 rounds will be taken in consideration.

C27. Code of conduct

A driver, crew member or other participant endangering others will be immediately disqualified from participating in the current event and any, or all, future King of Europe events.

All drivers and teams must keep safety and professionalism in mind at all times. Negligence of any kind, or violation of any safety matter will not be tolerated.

Every competition driver and team member has the right to ask questions and rationally discuss matters with the officials and/or judges during free time, practice, briefings and post-race debriefing but not during qualifications or race.

If the driver and/or any of his team member conduct themselves in an inappropriate manner, insulting manner, unprofessional manner with any official or marshall of the event, they will be subject to the same penalties as listed above. This rule is also valid for discussions or arguing on the internet or social media platforms.

Each driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of a King of Europe event.

Alcohol and/or drugs for drivers are strictly prohibited during the full event, driver spot checks will take place at random intervals throughout the season.

C27. Specific Rankings for King of France only during KOE Pro2/Pro events

Points PRO 2	Points PRO 1	Qualification Points
1st : 100 points	1st : 120 points	1st : 20 points
2nd : 90 points	2nd : 110 points	2nd : 10 points
3rd : 80 points	3rd : 100 points	3rd : 8 points
4th : 70 points	4th : 90 points	4th : 6 points
5th to 8th : 50 points	5th to 8th : 70 points	5th : 5 points
9th to 16th : 30 points	9th to 16th : 50 points	6th : 4 points
17th to 32nd : 20 points	17th to 32nd : 40 points	7th : 3 points
		8th : 2 points
		9th to 16th : 1 point

This set of rules may be modified anytime during the season.