



MINISTERUL SPORTULUI



FRAS
FEDERAȚIA ROMÂNĂ DE AUTOMOBILISM SPORTIV



Framework Regulations for running drag racing

at events organized by the Drag Racing Events Sports Club Association, under the aegis of the Romanian Federation of Motor Sports, in 2023

(National Drag Racing Championship 2023)

Effective as of 15 March 2023

The Organizer reserves the right to make changes to these regulations!

The National Drag Racing Championship is held according to the rules and regulations of the Romanian Motor Sport Federation (Federația Română de Automobilism Sportiv – FRAS), with easier rules to comply with in terms of safety equipment, but still following the minimum standard required. As far as the application of the sporting regulations is concerned, all stages shall be conducted under the strict supervision of FRAS officials and the organizing club representative. The sporting rules of each stage may contain variations from the current framework regulations. The particular rules of the relevant stage shall prevail at all times.

ACS Drag Racing Events regulates the running of its own drag races in 2023 according to the Regulations hereinafter.

Running motorcycle drag races within the competitions is also allowed as a supplement or additional schedule.

- **Conditions to participate:**

Anyone holding a category B driving license and a DRAG LICENSE can take part in the competition.

Use of a motorsport helmet and seat belt by any participant in the competition is mandatory in any of the classes in which they compete.

It is recommended to wear a universal neck protection usual in karting, mandatory from 2024 for all groups.

- **General course of the competition:**

After the technical inspection of the cars, the races will start with qualifying practice sessions, which can be attended by anyone who is entered in the competition or holds a license and meets the technical and administrative requirements.

Through the qualifications it is necessary to achieve at least one valid timing to enter the finals. The competitors with the best eight net measured times (ET) in each competition group enter the finals. In the pair races of the finals the winner is the one who crosses the finish line first after a regular start. Throughout the races a photocell system will be in operation at the start, and the qualifications each competitor shall trigger it after the green light illuminates.

However, during the finals, the result of those having an early start or putting in reverse, as automatically signaled by the timing system with the red light, shall be cancelled and the winner will be the opponent.

- **Categories**

3.1 General rules of the SEMI-PRO category

- SEMI-PRO category includes vehicles that have been mass-produced and can/could be purchased on the market.
- The car can be equipped with the original engine or with an engine other than the one from the manufacturer, provided that the layout of the engine corresponds to the original one, i.e. longitudinal or transversal, complying with the safety rules required by the organizer, and the location is the same (front/central/rear).
- Modifications to the engine, exhaust system and transmission are permitted (except for cars with structural modifications to adapt the transmission system).
- The exhaust system must be in the factory designed location (not ending halfway up the car or exiting through the side of the car by the sill)
- For Diesel groups (rule valid for all competitors), the exhaust ending **MUST** be turned upwards, at 90 degrees, in order not to contaminate the sensors, which might record wrong times in the relevant race or lose functionality. Endings (tips) can be silicone elbows fastened with plastic collars, alloy elbows well fastened with metal collars to avoid damages. Other materials may also be used, provided they keep their function.
- In SEMI-PRO category only cars whose bodies have been fitted with the respective transmission systems from the factory are accepted, as well as those having no modifications to the body structure if they have acquired another form of traction than the factory designed one.
- Engine displacement can be bored over, but this changes the group classification if it exceeds the displacement limit for that group.

- Wing modifications are allowed to fit DOT tires with a maximum width limit of 315mm (11 inches or equivalent for wheels larger in diameter that meet the 315mm width).

Fenders will not be broadened for functionality only, but also aesthetically appropriate to the car. (e.g.: a car with platform fenders will not be accepted in the Semi-Pro class)

IT IS FORBIDDEN THAT THE TIRES EXCEED THE LIMIT OF THE WINGS.

Pandem, Rocket Bunny, Feloni body-kits will further be included in the PRO class.

- Wing modification means: rolling, overfender, flaring (made of fiber, sheet metal)
- The car can be made lighter by changing a single metal body element (trunk, bonnet). The car must have all the seats and backseats provided for in the registration certificate, the windows may not be replaced with plastic ones, **except for the rear window only, which can be made of polycarbonate of minimum 3mm, where the tailgate is made of fiber**, all the factory equipment must be in place and functional (headlights, taillights, signals, etc). The safety features required by the traffic code must also be in place.

The modification of the wings is not considered as bodywork becoming lighter.

- It is allowed and not considered a lighter car to change the seats with special racing seats, fitted in the original system or in an approved one only (whether it is the driver's seat or the seat next to it). Handmade seats (fiber shell, etc) are not allowed.
- Removal of spare wheel and accessories (jack, crank) is allowed and not considered as making the car lighter.
- Moving up to a higher group is allowed, however one cannot return to the original group throughout the championship.
- Thin spare wheels are not allowed on any axle.
- Only car wheels and tires are allowed.
- Only street tires with DOT symbol are allowed (including street legal semi-slicks such as Toyo R888, Yokohama Advan A048, Michelin Pilot Cup or Drag-Radials, etc), the maximum width being 315mm/11 inches, except for cars that are equipped with even wider tires from the factory.
- Except for Diesel groups S8, S9 and S10, the use of subsequent supercharging, nitrous oxide (NOS) and propane injection is permitted under the appropriate supercharging group. If turbocharging + NOS/Propane, compressor + NOS/Propane are also used, the car will be upgraded to the next group, including the last group in SEMI-PRO category (group S7, which will be classified in the group corresponding to the displacement and traction of PRO groups).
- The use of motorsport helmet is mandatory (it must be fitted, not just placed on the head)
- It is allowed to use the water-methanol cooling system without going into the following group
- Any kind of bottle with hi-flow valve other than the fire extinguisher leads to the classification in the group corresponding to the cylinder capacity and existing transmission but considered with supercharging (turbo/compressor/nitro); the exception is the liquefied petroleum gas (LPG) cylinder, in which case the proof of such system homologation shall be provided.

The fuel allowed is only that available on the market: pump petrol, E85, diesel, biodiesel, racing petrol, LPG.

- It is allowed to use air induction through the headlamp if it does not lose its functionality (signaling/low beam) as long as the cancelled beam of that headlamp works on the other one. (except for headlamps that have low and high beam on the same bulb). The induction shall be as available on the market only (no improvisations allowed).
- In SEMI-PRO category Roll Cage is mandatory for cars that achieved overall times below 10 sec.
- For Supercars: Roll Cage becomes mandatory for cars that consistently record times under 9.5 seconds.
- **The towing wedge in the front bumper is mandatory (in case the car remains stopped on the track due to any malfunction, in order to be quickly removed by the organizer).**

If the car does not meet the above requirements for any reason, it will be placed in an appropriate PRO group.

- **General rules of PRO category**

- Modifications to the engine, transmission and exhaust system and engine equipping with forced intake (supercharging) systems are allowed. The exhaust system must in all cases vent fumes outside the body perimeter to prevent them from entering the passenger compartment or under the hood.

- The engine can be placed anywhere and does not have to match the original make, for example it is allowed to use a Ford engine on a Renault chassis. The engine must be separated from the passenger compartment/driver's seat by a solid cover. If the engine is moved and thus the firewall can no longer fulfill its function, at least the following protective materials shall be used: the engine and the transmission system (gearbox, driveshaft, differential) must be separated from the driver by a minimum 2mm thick iron/steel or 4mm thick Kevlar shield.

- The passenger compartment must be built so that there is no kind of openings to the ground, complete insulation will be provided as needed by fitting additional panels. The passenger compartment may not be crossed by any pipes (except for those of the original heating system) from which fluids hazardous for the driver (coolant, engine oil, gearbox oil) may escape in the event of an accident. If it is necessary to pass such a pipe through the passenger compartment, it shall be passed through a protective tube or closed tunnel along the entire length of the passenger compartment (except for homologated multi-layer pipes used in rallying, which shall be considered as protected pipes).

- If the transmission medium is a chain, it shall be protected with a metal guard of at least 2 mm thickness against snagging or dragging foreign objects.

The water cooler may be of any type or capacity. It can be placed anywhere outside the passenger compartment.

- The fuel, oil or coolant tank must be protected with fireproof walls from the passenger compartment so that in the event of any spillage, leakage or tank failure, the fluid will neither enter

the passenger compartment nor under the bonnet or in the exhaust system in the case of fuel.

- The fuel tank nozzle should not protrude out of the body and must be airtight sealed.

It is forbidden to keep the fuel tank temperature more than 10 Celsius degrees below the ambient temperature.

- Lighter bodywork, replacement of bodywork elements with plastic, carbon is permitted.
- For cars with diesel engines, it is mandatory to use an exhaust tip pointing upwards to prevent contamination of the racing surface.
- **PRO class cars recording times under 9 sec - helmet with HANS system is MANDATORY.**
- **PRO class cars recording times under 9 sec - on-board fire safety system is MANDATORY.**
- **Cars in PRO class recording speed of 245 km/h – PARACHUTE brake system is MANDATORY.**
- **The towing wedge in the front bumper is mandatory (if the car remains stopped on the track due to any malfunction, in order to be quickly removed by the organizer).**
- It is MANDATORY that the exhaust systems on the sides are pointing upwards in order to avoid any accidents occurring due to a malfunction (e.g. turbine shaft bouncing through the exhaust, which can cause severe injuries).

Roll Cage becomes mandatory in the following cases:

- engine relocation
- transmission conversions (cars that have undergone structural modifications to the bodywork following conversion to four-wheel drive will be included in PRO category); example: cutting, welding, additions, construction of a drive shaft, improvisations).
- doors or roof made of fiberglass, carbon or any other material than originally fitted to the car.
- Roll cage is mandatory regardless of the group, Semi-Pro or Pro, on all cars running under 10 sec, and on Supercars under 9.5 sec (provided that the safety systems fitted to the car are active).
- Vehicles in the PRO categories that benefit from structural lightening deemed as unsafe by the technical committee at the time of the car inspection must be equipped with rollcage.

The minimum structure of the roll cage is the following: the main gate will be located at maximum 10 cm away from the pilot's head line and will be attached with chassis tie rods or rear telescope eye. The tie rods must form an angle of at least 30 degrees to the vertical, be oriented towards the rear, straight and attached as tightly as possible to the inner side plates of the bodywork. The tie rods shall be fitted close to the ceiling line, i.e. in the upper outer curves of the main body on both sides. It is necessary to use a diagonal element (wind brace) to stiffen either the main pipe or the tie rods between them. The upper part of the diagonal element shall be fitted at maximum 100mm from the point where the main pipe meets the tie rod. The minimum dimensions for the pipes used shall be 38x2.5 or 40x2 mm, cold rolled steel pipe with a minimum tensile strength of 350Nm/mm². The points of pipe attachment to the bodywork must be reinforced with steel plates of minimum 3 mm thickness, with a minimum surface area

of 120 cm², welded to the bodywork. The roll cage supports shall be fitted with minimum 3 hexagonal screws or similar with a minimum diameter of 8mm (of minimum quality 8.8 according to ISO standards). The screws shall be either self-fixing or provided with washers. These are the minimum fastening requirements, the number of bolts may be increased or the roll cage may be welded to the chassis.

In PRO Diesel (not SEMI-PRO Diesel) groups the use of nitrous oxide (NOS) supercharging and propane injection is allowed.

All bodywork elements, including side windows and rear windows, may be made of polycarbonate of minimum 3 mm. The windscreen can be the original one or replaced with one made of Lexan or Makrolon only, with a minimum thickness of 5mm.

Cars whose windscreen is so badly damaged that impedes visibility or risks further damage during the event will be rejected.

- It is forbidden to use thin spare wheels on any axle.
- It is allowed to use thin wheels, specifically built for drag racing and able to withstand high speeds.
- The use of any type of slick tire is allowed.
- In case of entry in a higher group, the vehicle in question cannot return to the original group for the entire duration of the championship.
- In PRO group, only the use of motorsport overalls with valid or expired mandatory homologation is allowed. The suit, seats and safety belt with expired validity are allowed, however they must be presented at the technical inspection and proof of SFI and FIA homologation shall be provided.
- Belts and seats must be attached in the original system or in a homologated one only.
- The battery must be set and secured with a fastening system.

For PRO groups it is mandatory to have a FIA fire extinguisher of minimum 2kg placed in an FIA clamping system (not fastened with plastic collars or left loose in the passenger compartment).

For PRO groups, fire extinguisher kit with FIA homologation is mandatory for cars under 9 sec.

For PRO groups it is mandatory to mount a general FIA electric switch (as requested by the Technical Committee, if it is found necessary, in the next stage, another general FIA electric switch mounted on the outside of the car is mandatory).

For PRO groups it is mandatory to fit boards instead of door panels (valid for cars with door panels removed).

Rule exclusively for cars that have moved up to PRO group from SEMI-PRO (e.g. from Group S9, if the car uses NOS or non-DOT tires, it goes into Group AP6, the driver having the sole obligation to wear helmet and use seatbelt without suit as long as the car meets all the conditions for SEMI-PRO groups).

Any kind of bottle with hi-flow valve other than fire extinguisher or LPG leads to classification in the group appropriate to the existing cylinder capacity and transmission, however considered with supercharging (turbo/compressor/nitro).

- It is recommended to use wheelie bars on RWD cars. If a car frequently performs a visible lift of the front axle after start-up (wheelie), equipping the car with a wheelie bar becomes mandatory and entering the competition without such device is no longer permitted.
- Any fuel suitable for the engine and available on the market may be used (e.g. racing gasoline is allowed, but not self-fabricated).
- **IT IS COMPULSORY FOR ALL GROUPS TO USE A TARPAULIN ON WHICH THE VEHICLE SHALL BE PARKED EVERY TIME IN THE COLD PARK, IN ORDER TO AVOID OIL LEAKS BOTH FROM THE ENGINE AND FROM THE GEARBOX.**

3.3 General rules and groups for MOTO category:

- Competitors must wear a helmet and a full protective suit.
- Competitors must have a valid category A driving license, as well as a DRAG LICENSE issued by the Romanian Motorcycling Federation.

- **Motorcycle category groups:**

M1 - up to 600 ccm naturally aspirated

M2 - between 601 and 950 ccm naturally aspirated

M3 - over 950 ccm naturally aspirated

M4 - turbo, NOS and special.

Groups

- **PRO Category:**

Abbreviations used: FWD: front-wheel drive, RWD: rear-wheel drive, AWD: all-wheel drive

AP1

- up to 1600 ccm supercharged RWD, FWD including Diesel
- up to 3000 ccm naturally aspirated RWD, FWD
- up to 2500 ccm naturally aspirated AWD

Includes:

- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel engine, four-wheel drive with gasoline engine displacement under 1600ccm (inclusive), front-wheel drive and using turbine, compressor or nitrous oxide supercharging
- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel, four-wheel drive, petrol engine without supercharging with a displacement under 3000cc (inclusive), rear- or front-wheel drive
- All cars equipped with 2 or 4-stroke in-line, V, boxer or Wankel engine, four-wheel drive, with petrol engine without supercharging with engine capacity under 2500 ccm, all-wheel drive

AP2

- between 1601 ccm and 3000 ccm supercharged FWD
- between 3001 ccm and 4200 ccm naturally aspirated FWD, RWD
- between 2501 ccm and 4000 ccm naturally aspirated AWD

Includes:

- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel, four-wheel drive petrol engine with displacement between 1601 and 3000ccm (inclusive), front-wheel drive and using turbine, compressor or nitrous oxide supercharging
- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel, four-wheel drive petrol engine without supercharging with engine displacement between 3001ccm and 4200ccm (inclusive), rear-wheel drive or front-wheel drive
- All cars equipped with a 2- or 4-stroke in-line, V, boxer or Wankel engine, four-wheel drive, with a petrol engine without supercharging with a displacement between 2501 and 4000 ccm, naturally aspirated, with four-wheel drive

AP3

- up to 2950 ccm supercharged RWD or AWD
- over 4201 ccm naturally aspirated FWD, RWD
- over 3001 ccm supercharged FWD
- over 4001 ccm naturally aspirated AWD

Includes:

- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel, four-wheel drive petrol engine with engine displacement under 2950ccm (inclusive), rear-wheel drive or all-wheel drive, and using turbine, compressor or nitrous oxide supercharging
- All cars equipped with a 2- or 4-stroke in-line, V, boxer or Wankel four-wheel drive petrol engine without supercharging with a cylinder capacity above 4201 ccm (inclusive), rear-wheel drive or front-wheel drive
- All cars equipped with a 2- or 4-stroke in-line, V, boxer or Wankel engine, four-wheel drive with a petrol engine and using turbo-charging, compressor or protoxide with a cylinder capacity exceeding 3001 cm³ (inclusive), front-wheel drive
- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel engine, four-wheel drive with petrol engine without supercharging with engine capacity over 4001 ccm with four-wheel drive

AP4

- over 2950 supercharged RWD or AWD

Includes:

- All cars equipped with 2 or 4-stroke, in-line, V, boxer or Wankel, four-wheel drive, gasoline engine over 2950cc (inclusive), rear-wheel drive or all-wheel drive, and using turbine, compressor, or nitrous oxide supercharging.

AP5

- Diesel between 1701 and 2000 ccm diesel FWD, RWD and AWD

Includes:

- All diesel cars equipped with 2 or 4-stroke, in-line, V, or boxer engines, with four all-wheel drive diesel engines between 1701 and 2000 cc FWD, RWD and AWD and using NOS supercharging

AP6

Diesel over 2000 ccm diesel FWD, RWD and AWD

All diesel cars equipped with 2 or 4-stroke, in-line, V, or boxer, four-wheel drive, regardless of traction, with engine displacement over 2000 and using NOS supercharging

- **SEMI-PRO category:**

Abbreviations used: FWD: front-wheel drive, RWD: rear-wheel drive, AWD: all-wheel drive

The fuel allowed is fuel available on the market only - diesel, petrol, E85, racing petrol, LPG.

S1 group

- under 1590 cm³ (included) naturally aspirated FWD and RWD
- under 1000 cm³ (included) supercharged FWD and RWD
- below 1 500 cm³ (included) diesel FWD and RWD

S2 group

- between 1591 and 2200 ccm naturally aspirated, FWD and RWD
- between 1001 and 1399 ccm supercharged, FWD and RWD
- between 1501 and 1700 ccm diesel, FWD and RWD

S3 group

- between 2201 and 2980 ccm naturally aspirated, FWD and RWD
- between 1400 and 1600 ccm supercharged, FWD and RWD

S4 group

- between 2981 and 3800 ccm naturally aspirated, RWD and FWD
- between 1601 and 2550 ccm supercharged FWD
- between 1601 and 2200 ccm supercharged RWD

S5 group

- over 3801 ccm naturally aspirated, FWD and RWD
- over 2550 ccm supercharged FWD
- between 2201 and 3300 ccm supercharged RWD

S6 group

- up to 2550 ccm supercharged AWD
- up to 4200 ccm naturally aspirated AWD
- over 3300 ccm supercharged RWD

S7 group

- over 2550 ccm supercharged AWD
- over 4201 ccm naturally aspirated AWD

S8 group

- between 1701 and 2000 ccm diesel FWD, RWD
- equipping the car with any supercharging system (for example NOS) other than factory designed ones leads to classification in group AP5.

S9 group

- between 1701 and 2000 ccm diesel AWD
- over 2000 ccm diesel FWD, RWD
- equipping the car with any supercharging system (for example NOS) other than factory designed ones leads to classification in group AP5 (between 1701 and 2000 ccm diesel AWD) and AP6 (over 2000 ccm diesel FWD, RWD)

S10 group

- over 2000 ccm diesel AWD
- equipping the car with any supercharging system (for example NOS) other than factory designed ones leads to classification in group AP6.

• Running of the competition:

The competition starts with the administrative and technical takeover of the competitors. On the competition track the active part starts with the qualifications, in which all those registered and meeting the administrative and technical criteria can participate. During the qualifying period it is necessary to achieve at least one valid time to enter the finals. The competitors with the best eight times (ET) enter the finals. In the pair races of the finals the competitor who crosses the finish line first after a regular start wins.

• Tire heating zone.

Competitors who want to warm up the tires before starting, ride their wheels through the water spilled from the container installed by the organizer in this area, after which they do burnout with the wet tires being directed and handled by the designated people from the organizing team, helping them thus reaching an optimal temperature to have the best possible start. The staff assigned to this area will wear gloves, special shoes with metal spikes and hearing protection

headphones from the safety range. Only people designated by the organizer have access to this area, respecting a certain perimeter.

During the races, a photocell system will operate at the start, which during qualifying is triggered by each competitor after the green light is lit. In the finals, however, the start is cancelled for the driver who anticipates the start or puts in reverse, the winner being his opponent.

The start is also cancelled for the competitor whose car moves after the alignment within the range of the STAGE sensor (signaled by the light up of both Prestage and Stage controls) and before the start of the Auto-start sequence.

The missed start is repeated only in case of a timing system error.

From the time of alignment within the range of the Prestage sensor (signaled by the Prestage control lighting up), pilots have a maximum time of 5 seconds to line up in the final position.

All competitors will have their windows fully raised or lowered maximum 2 cm and their seatbelts fastened at the start, while convertibles will not run the race with the top down.

Personal best (ET) times will only be considered if the same result is achieved a second time, not influenced by external factors (wind or foreign material reaching the sensors).

- Timetable

The competitions will be held according to the timetable in the Particular Competition Rules. The organizer may change the timetable depending on the competition conditions and the number of registered participants, which must be posted on an official notice board and announced over the microphone. The end of qualifying runs may not be moved less than 60 minutes after the deadline for entries as stated in the Rules, in order to allow qualification of all registered individuals.

- Registration

- Registration is done by completing and signing the registration form on the competition day at the registration desk. If there is an entry fee or a fee for the technical inspection, it will be paid at the time of registration according to the Competition Rules.
- By signing the registration form, the competitor accepts these Regulations and the Competition Rules and agrees not to be under the influence of alcohol or drugs during the competition. The competition referees have the right to check the competitor's state at any time during the competition.
- Any competitor may enter with several cars in different groups, but with one car only in each group.

- Any vehicle can only be entered in one category (the same car cannot compete in PRO and SEMI-PRO categories of the same competition).
- In addition to the drivers entered in the competition, other drivers can line up at the start with the same car as long as they have a license for that competition.
- The competition vehicle will be placed in one of the groups based on the technical criteria. There is no possibility to move up in the groups, except for the AP4 or Special group after achieving the time required.

To the extent that during the competition or championship the condition of the competition vehicle changes from that stated on the registration form (type, driver, supercharger, transmission or cylinder capacity) and it is not consequently made subject to re-assessment and classification, then the competitor will be disqualified.

Competitors in PRO category are required to hand in their completed registration form no later than 2 hours before the start of the finals. They can be exempted from this clause only by the organizer, for justified reasons.

- **Administrative and technical inspection:**

- Administrative and technical inspection will take place in the cold park, based on the Competition Rules, the car being placed in a special lane for the technical inspection.
- After the technical inspection it is forbidden to make any changes to the cars other than changing the tires or reprogramming the computer. Otherwise, the competitor must return to the technical inspection, even if it concerns fixing any faults by changing certain parts.

Not showing up for a new inspection leads to disqualification.

- At the technical inspection and afterwards the car must always carry the competition number. Start without a competition number results in disqualification. Loss of competition number must be reported immediately.
- It is forbidden for competitors or cars that have not passed the administrative and technical inspections and have not received the right to participate in the competition to enter the track.

- **Competition track**

The competition track for drag racing must meet the following conditions:

- Have two parallel lanes on a flat surface, with a total width of at least 15 meters.
- The track must be separated from the audience by a concrete wall, fencing or double cordon, with 10m space between cordons and at least the inner cordon being a metal one.
- A return lane must be provided after the finish line with a length at least equal to the competition distance.

- Competition distance:

For all categories the competition distance is 1/4 mile, 402.33m respectively, or 1/8 mile, 201.16m respectively, for some races, according to the Particular Competition Rules.

- Competition lanes:

Races allow for two competitors to start each time. The two competition lanes have a common start, but the timing is independent. Competitors can start not only in pairs but also individually, and in the finals in the case of a "bye" race the competitor is required to complete a regular race by himself. Touching wheel to or crossing the lane dividing line or track edge demarcation line will result in calling off the race for that competitor.

- **Timing:**

At each measurement point the result is accurate to one thousandth of a second.

- Net time measurement is triggered by unlocking the stage cell beam (2.) or interrupting the guard beam (3.). For net time timing a correct start, i.e. positive reaction time, is required.
- The reaction time lasts from the lighting up of the green light until the start of the net time measurement.
- Gross time is the sum of net time and reaction time.
- The organizer may measure partial informative times at half-track, at 330, 660 or 1000 feet.

- Lights

The start lights provide the necessary functions to align at the start and choose the correct start time. The light series provides information on the time when the competitor can start, i.e. whether the competitor has stopped in the correct starting position. Based on the successive lighting of the lamps, the green light will signal the start moment. The red light indicates an incorrect start (jump start or reversing). The green light also indicates the winner of the race.

- Photocells

There are minimum 6 photocells on each lane, which detect the position of the competition car at each measuring point. They are arranged as follows:

- 3 photocells at the start: pre-stage(1), stage(2) and guard beam(3); these 3 lines detect the correct position of the competitor at the start and the incorrect start and help trigger the timing and measure the reaction time.
- 1 photocell at 60 feet
- 1 photocell at the finish line (at 1/4 or 1/8 mile)
- 1 cell 20m before the finish line, for measuring the finishing speed. The speed value is the average speed over the last 20m.

- **Qualifications**

Qualifications will take place according to the timetable in the Competition Rules.

- Each competitor is entitled to at least one timed race.
- Each competitor can only achieve qualifying times with the car personally entered in the competition. Otherwise, his entry and the car in question will be cancelled.
- The organizer may provide separate qualifying periods for the PRO category, where only PRO competitors are allowed to start.
- Through the qualifications, competitors of any group and category can line up at the start in any combination of pairs. The organizer may impose a limit on the number of qualifying races.
- No races in which gokarts, motorcycles or quads compete with cars are allowed unless expressly agreed by the organizer.
- Only one attempt to burn-out the tires is allowed, before entering the track surface, and repeating this maneuver will lead to sanctions.

- **Competition finals:**

- The finals will be held according to the board of 8 competitors, i.e. the top 8 competitors in each group will compete based on the best net time achieved in the qualifying rounds. Races are eliminatory, the winner being the one who achieves a better gross time (reaction time plus net time).

- **The line-up in the Finals will be as follows:**

Pilots will be called by the referees to line up in the Prestage sensors. When they are both lined up in Prestage, the referee will allow them to line up in the Stage sensors as well, after which the lights will start in automatic mode, in a few seconds changing colour to yellow and then green or red, depending on whether they are lined up in Stage or start before green. If one of the drivers lines up in Stage without waiting for the referee's signal, he will be set back and will have to realign correctly and again in Prestage. If a driver does not line up in Stage at the referee's signal and tries to delay the line up to the disadvantage of the other correctly lined up driver waiting for the start, he will be disqualified.

- Since reaction time counts for winning the race, it is possible that the net time and better speed be achieved by the loser. In this case, if a record time or speed is achieved, it is valid, even if the reaction time was poorer.

The finals may take place with or without a designated warm-up area, according to the Competition Rules. If there is such an area, the finals will start with the call of the competitors. Competitors failing to show up for the call and not lining up in the warm-up area, lose the right to enter the finals. Their place on the starting grid remains empty, but they keep the points they earned by qualifying in the PRO category. If no qualified competitors are present at the start, the finals will be run according to the board of 8 and using the "bye" race system, mandatory for all categories. If the number of those entered in a group is less than 8, the races will be run according to the incomplete board rules.

• Scoreboard

6.1 Complete board of 8 competitors:

- The race pairs are made up in each group as follows: 1-8, 2-7, 3-6, 4-5. The quarter-final competitors are those going forward after the eighth-finals. The winner of pair 1-8 competes against the winner of pair 4-5, i.e. the winner of pair 2-7 will compete against the winner of pair 3-6. Further on, the winners of these races will be the finalists. 3rd place is decided on the basis of the gross time achieved in the quarter finals.
- a Bye race is the race in which the competitor starts alone. In this case, a regular start and finish is required to go ahead or win the race.

If the scoreboard of 8 is incomplete, the finals will be held according to the following rules:

6.2 Board of 7 competitors:

1-bye, 2-7, 3-6, 4-5. The quarter-final competitors are those making it past the eighth-finals. The no. 1 qualified competitor will compete against the winner of pair 4-5, i.e. the winner of pair 2-7 against the winner of pair 3-6. Further on, the winners of these races will be the finalists. 3rd place is decided based on the gross time achieved in the quarter finals.

6.3 Board of 6 competitors:

1-6, 2-5, 3-4. The quarter-final competitors are those who make it through the eighth-finals.

The winner of pair 1-6 goes to the "bye" race, i.e. the winner of pair 2-5 competes against the winner of pair 3-4. Further on, the winners of these races will be the finalists. 3rd place is decided based on the gross time achieved in the quarter finals.

6.4 Board of 5 competitors:

1-bye, 3-4, 2-5. The quarter-finalists will be those who make it through to the eighth-finals. The no. 1 qualified competitor competes against the winner of the 3-4 pair, and the winner of the 2-5 pair goes into the "bye". The winners of the two runs will go to the final, with 3rd place going to the competitor who made it out of the quarters.

6.5 Board of 4 competitors:

1-4, 2-3. The winners of the two races will be the finalists. 3rd place will be decided based on the gross time achieved in the quarter finals.

6.6 Board of 3 competitors:

1-bye, 2-3. The winners of the two races will be the finalists.

- In the finals the right to choose the competition lane goes to the competitor with the best position in the qualification grid.
- A competitor who does not show up at the start line within 1 minute after being called is disqualified. In case of force majeure, the director of the competition may order an extended waiting time.

During the finals, the top 8 cars with the best times of the day, regardless of group except for Dragster vehicles, can participate in an absolute final called Super Final. The score achieved in this final is the basis for being granted the annual title of absolute champion. Running and scoring in this final corresponds to that of the regular final.

No points are awarded for simple presence in this final.

• Scoring:

7.1 Scoring in PRO and SEMI-PRO categories

Qualification positions

place	score
1	20
2	17
3	15
4	13
5	10
6	7
7	5
8	3

Points in the competition may still accumulate as follows:

Score description

Record time per stage—	5
Record time per category	— 5
Speed record —	5
For every victory in the finals	—10

The scoring system is the following:

- The competitor receives points as above.
- 3rd place is decided based on the best gross time achieved in the semi-finals.

- In the championship, the driver scores points (if during the championship, a driver changes his car, coming back with another one that fits in the same group, the points will continue to accumulate without being restarted from zero), but he has the obligation to notify the technical committee that he has changed his car, and this fact must be recorded in the driver's file.
- The reference for the records is the data obtained in the first 402 m race of the season. Records obtained in the first race are already scored.
- On the day of the competition, points are awarded for each new category time record and not personal record. If more than one time record is achieved within the same category, only the best record is scored.

In groups where the board of 8 competitors is incomplete, competitors are scored as if the board were complete, i.e. they will also receive points for wins in races not run.

- No points are awarded to competitors in the finals if they cross the dividing line between the lanes or have an irregular start.

7.2 Cumulative annual points per Championship

- In the case of a tie, the decision is made in favor of the competitor with more and better podium positions. If this also leads to a tie, then the decision is based on the last result achieved in the direct confrontation, and if a tiebreaker is still not possible, then the better position achieved in the last race is decisive.
- The top three finishers in the annual group championship will be awarded prizes.

The organizer may offer special prizes for the championship winners.

• Award ceremony

In all competitions, the top three placed competitors in the group will receive awards. If there were 4 or less entries in a group, the organizer may award only the first place.

8.1 Awards for each competition:

The award ceremony will take place immediately after the end of the competition.

8.2 End of season awards:

It will take place on a date to be announced publicly after the end of the competition season. The winners will be notified individually of the venue and date of the award ceremony.

The champions will be awarded by F.R.A.S. at the Champions Gala at the end of the competition season.

- **Appeal**

- All contestants can submit appeals to the contest director during the contest on Saturday or Sunday at least 30 minutes before the finals begin.

- The intention to challenge the displacement measurement must be announced ahead of time, so that the referees can inform the contested driver that on Saturday evening the car must be sealed and after the engine has cooled down, the check can be done. If the appeal takes place in the morning, that car will not start the race until it has been checked by the judges.

- The appeal fee is 1200 lei. This amount represents the measurement of the cylinder with special equipment. The contested party has the obligation to appear for the technical inspection immediately after the race in the designated closed parking lot. If the expertise cannot be carried out on site, the Technical Commission will decide how to carry out the technical verification of the parameters in question.

- If the appeal is proved to be well-founded, all fees are returned to the appellant. Also, the contested competitor will be disqualified. The arbitration of the appeal will be done by a commission of 3 members, among which: a contest referee, a technical referee and a representative of the organizers. Marius Vlăsceanu, Mircea Ionescu and Bogdan Niculescu.

- Any appeal can be based on a single argument.

- The right to appeal can be made to the Romanian Sports Racing Federation by email at office@fras.ro, which will analyze the appeal and the response of the Drag Commission and give a decision in the respective case.

- In the case of appeals that can be arbitrated administratively, respectively visually, without requiring mechanical interventions, there are no fees or deposits.

- Timing and decisions of the referees may not be appealed against.

- **Bans, fines**

- The speed limit on the return lane is 40km/h, however the organizer may set lower limits for safety reasons. On the return lane disciplined driving is mandatory (no stunts, slalom, drift, burnout or unjustified stops).

- Exceeding the speed limit or undisciplined behavior (speeding through the cold park, burnout, circling, setting launch control) will result in:

1. Suspension of two hours of competition

2. On the second offense, suspension for the whole competition day (if the offense is

recorded on a Sunday, the competitor is not allowed to line up at the start until the start of the finals).

3. Disqualification of the competitor and exclusion from the Cold Park.

- In case of finding any competitor, who has not declared changes in cylinder capacity, the results and points achieved by the competitor will be invalidated retroactively up to and including the first race of the season, regardless of the date on which the change occurred, and the competitor will be disqualified.
- Inappropriate conduct of pilots, unsportsmanlike attitude (vulgar language, insults, threats, disregard of organizers' instructions)
- Following expulsion from the competition or from the competition area, there is no refund of the participation or entry fee.
 - Do not allow fluids to spill onto the concrete surface!

Move the car onto the grass immediately!

If due to mechanical problems in the cold park, the track is contaminated with oil, notify the organizers immediately.

The fine for not obeying/breaching this rule is 1000 lei!

• **Liability**

- The organizer, event officials, employees and their representatives will not be held liable for any material damage caused in the cold park or on the track (skids and collisions).
- Competitors' insults at third parties, individually or in group.
- The organizer is not responsible for any equipment or objects left unattended in the cold park.

• **Bans on advertising materials**

- **Drag Racing Events** is a registered trademark of **ACS Drag Racing Events**.

People present at the event with photo/video equipment (on the premises of the start area and on the track) have the obligation to contact the organizer and ask for the DRE logo to be applied to the digital photo/video material before posting it on the internet. (e.g. Youtube, Facebook, Instagram, Vimeo and any other website).

- The organizer prohibits the placement of any advertisements on the cold park premises or the competition track without his consent. Exception is made for advertisements displayed on the vehicles, competition cars or equipment of competitors and mechanics.
- If the organizer notices prohibited advertisements, their immediate removal will be

ordered. There is the possibility of displaying advertising materials by agreement with the organizer, provided that they do not prejudice advertising or sponsorship contracts already executed or to be executed.

- **Other provisions**

- All participants in the event participate at their own risk.
- Collision with track equipment, to the extent that it was not caused by technical problems (including timing equipment), will result in immediate disqualification and payment of all damages caused to the organizer.
- On the whole area designated for the event the maximum speed allowed is 30km/h, except for the active area of the competition track.
- Competitors are required to return to the cold park immediately after covering the competition distance, observing the maximum speed allowed.
- After each race competitors are required to place their cars so that they do not disturb the competitors coming behind them and allow for free circulation on the entire area of the cold park.
- Competitors are required to comply with the provisions of the Competition Rules and the Framework Regulations.
- For further clarifications and suggestions, **office@dragracing.ro**