



GENERAL REGULATIONS FOR ESTONIAN DRAG RACING CHAMPIONSHIPS AND CUP

1. ORGANISATION

- 1.1. Estonian Drag Racing Championships and Estonian Drag Racing Cups are international open races. Competitors from every member of the European Union or from countries with a sea or land border with the organiser country, can participate and be part of final scoring.
- 1.2. Estonian Drag Racing Championships (hereinafter Championships) and Cup races can be organised by all taxable or legal persons in the European Union. The organiser of the Championships must be known to the Estonian Autosport Union's Drag Racing and Top Speed competition Sub-committee (hereinafter the Sub-committee or Drag Racing Sub-committee) and follow all the imposed regulations and safety requirements. The competence of the person or organisation organising the event is decided upon the Drag Racing Sub-committee. If needed, the Sub-committee will designate a responsible person and a reviewer for the organiser from an organisation that has already organised a race like this.
- 1.3. The race registration fee is a sum equal to double the highest participation fee. The organiser shall transfer the sum to the Estonian Autosport Union (hereinafter EAU) by an invoice, after what a registration number is issued.
- 1.4. Championships and Cups are held in accordance with EAU regulations, and on the basis of these regulations, in accordance with the FIA Sporting Code. All Estonian Drag Racing technical regulations, common good practise and drag racing rules, all drag race technical regulations and other established regulations must be taken into consideration in organising the competition.
- 1.5. The competition is managed by the organiser and officials, judges and jury confirmed by the Drag Racing Sub-committee.
- 1.6. This seasons competition calendar can be seen from the Appendix 1 of these regulations.
- 1.7. After the race, every organiser organising a Championships or Cup race will transfer certain amount to the predefined bank account:
 - 1.7.1. 200 EUR per competition, what will be used for price giving ceremony and grand finale party at the end of the season
 - 1.7.2. 2 EUR per registered participant, what will be used by Committee to advertise the Drag Racing in fairs, printouts and so on.

2. DOCUMENTS

2.1. Documents:

- 2.1.1. Drag Racing Championships and Cup general regulations in force.
- 2.1.2. Established informative bulletins of the race.
- 2.1.3. Estonian Drag Racing technical regulations in force.
- 2.1.4. Track plan
- 2.1.5. FIA Sporting Code in force
- 2.1.6. Final competitors list
- 2.1.7. Safety plan
- 2.1.8. Other related documents.

2.2. The organiser provides the Sub-committee an informative bulletin, a track plan and concerted and confirmed safety plan for approval not later than 21 days before the competition takes place. The informative bulletin form can be found from the EAU web-page.

2.2.1. The informative bulletin of the race must have the start and end time of pit-silence, for each competition or preparation day. Pit-silence determines the night's rest and silent time in the pit area and at the venue of the race. During the pit silence it is prohibited to start or adjust the race vehicle when the exhaust system has no silencers. During the pit-silence, any kind of noise that disturbs the night's rest of other competitors and is against the general common rules is prohibited. The pit-silence time may differ from the night's rest established by the local government. The pit-silence times in the closed territory at the venue of the race mentioned in the informative bulletin shall prevail.

2.3. All race documents shall be certified and available for everyone at least 14 days before the race takes place.

2.4. Changes in the documents may only be done with the knowledge and permission from the Drag Racing Sub-committee. For every change an appendix of the race informative bulletin must be published, which has been confirmed by the Drag Racing Sub-committee.

3. OFFICIALS

3.1. Championships or international race Race Director must hold a valid EAU senior official license.

3.2. The judge-of-fact of the cup or other race must hold at least a valid EAU judge licence.

3.3. All other officials, including the head and members of the jury, must hold at least a valid EAU judge licence.

3.4. Certified assistant judges and junior judges registered and confirmed on the information bulletin can work at all the stages of the race. Assistant judges and junior judges shall report to their supervisor. The supervisor is responsible for their actions and safety.

3.5. Junior judges shall be at least 18 years of age.

3.6. All officials of the event shall report to the Race Director of the event.

4. REGISTRATION AND ENTRY FEES

4.1. To participate, each racer must fill out the registration form and pay an entry fee.

4.1.1. The named registration of crew members is mandatory.

4.2. Pre-registration to the Championships and Cup classes takes place on the web-page <http://autosport.ee/dragreg/?page=22&>

4.3. The start and end time and the possibility to register at the race is established by the organiser on the informative bulletin of the race.

4.4. The amount of the fee and the account for the payment is determined and published by the organiser on the informative bulletin of the race.

4.5. If the race is declared cancelled due the weather or other causes before the elimination rounds are over, the fee already paid for racing and entry shall not be refunded.

5. CLASSES

5.1. Estonian Drag Racing Cup:

- 5.1.1. **Super Gas** - Heads-up category cars. No engine limitations. Class index 9.900 (1/8 mile 6,30) s. Class symbol SG.
- 5.1.2. **Junior Bracket** - Junior. Bracket class cars with a normally aspirated engine size up to 3,2 litres and mechanically-driven supercharged diesel cars up to 2,0 litres. Indexes between 8,90 to 13,60 seconds. 1/8 miles. Class symbol J/BR.
- 5.1.3. **Street A** - Heads-Up category for street cars. No engine or drivetrain limitation. Class index 13.5 (8,50) sec. Class symbol ST/A.
- 5.1.4. **Street B** - Heads-Up category for street cars. No engine or drivetrain limitations. Class index 11.90 (7,30) sec. Class symbol ST/B.
- 5.1.5. **Super Street** - Heads-up category cars. No engine or drivetrain limitations. Class index 10.90 (6,90) sec. Class symbol SST.
- 5.1.6. **Sportsman ET** - Bracket racing category. No engine limitation, category limit 15.000 (9,65) seconds and slower. Class symbol SET.
- 5.1.7. **Pro ET** - Bracket racing class. No engine limitations, category limit is 9.000-14.999 (5.75-9.60).
- 5.1.8. **Super Comp** - Heads-up category for cars. No engine limitations. Class index 8.900 (5,70) sec. Class symbol SC.
- 5.1.9. **Outlaw** - Back half full-bodied cars and tube frame cars with no engine limitations. Class index 7.500 (4,500) sec. Class symbol OL.
- 5.1.10. **Bike Bracket** - Bracket category motorcycles. No limitations. Motorcycle safety requirements must meet the requirements of the Estonian Drag Racing Street Bike and Pro bike regulations. Class symbol BB.

5.2. Estonian Championships categories

- 5.2.1. **Street Bike** – Heads-Up category for street bikes. No modifications allowed, no engine capacity limitations. Class symbol SB.
- 5.2.2. **Pro Bike** – Heads-Up category for modified bikes. Modifications allowed, no engine capacity limitations. Class symbol PB.

5.3. Other classes

- 5.3.1. The organiser has the right to add an unlimited number of additional categories which descriptions and technical requirements are published on the information bulletin. Extra categories are excluded from the Championships or Cup statement.
- 5.3.2. The conditions, technical and safety requirements of the additional categories shall be in accordance with the applicable conditions.

5.4. Estonian Drag Racing Cup and Championships categories:

	CLASS	LADDER	DEEP STAGE	STAGE RULES	TREE	QUAL. BY	Break 1/8	BREAK 1/4	MAX LADDER
Estonian Cup	J/BR (Junior Bracket)	FIA Sportsman	OK	YES	Fall 0,5	RT	8.9-13.6		All In
	ST/A (Street A)	FIA Sportsman	OK	NO	Fall 0,5	ET	8.6	13.5	All In
	ST/B (Street B)	FIA Sportsman	OK	NO	Fall 0,5	ET	7.6	11.9	All In
	SST (Super Street)	FIA Sportsman	NO	YES	Pro 0,4	ET	7.04	10.9	All In
	SG (Super Gas)	FIA Sportsman	NO	YES	Pro 0,4	ET	6.35	9.9	All In
	SET (Sportsman ET)	FIA Sportsman	OK	NO	Fall 0,5	Dial-In	9.6	15	All In
	PET (Pro ET)	FIA Sportsman	OK	NO	Fall 0,5	Dial-In	5.75-9.60	9.0-14.99	All In
	SC (Super Comp)	FIA Sportsman	NO	YES	Pro 0,4	ET	5.7	8.9	16
	OL (Outlaw)	FIA Progressive	OK	NO	Pro 0,4	ET	4.5	7.5	16
	BB (Bike Bracket)	FIA Sportsman	OK	NO	Fall 0,5	RT			All In
Estonian Championship	SB (Street Bike)	FIA Sportsman	OK	NO	Fall 0,5	ET			All In
	PB (Pro Bike)	FIA Progressive	OK	NO	Pro 0,4	ET			All In

 - No indexes

6. COMPETITORS AND VEHICLES

- 6.1. A person with a valid driving licence may take part in the race. The competitor must be familiar with all the regulations and accept them. Must know the rules and comply with the internal rules.
- 6.2. Each competitor can participate with one vehicle in two categories only when one of them is a bracket class vehicle (Bike Bracket, SET/PET, Junior Bracket).
- 6.3. The competitor is allowed to participate with the same vehicle in other classes not part of the Championships or Cups or in another category of the same event.
- 6.4. All M1 category vehicles may be used, which are on the National Road Administration registry or equivalent foreign registry in compliance with these regulations.
- 6.5. Point 6.4 shall not apply to classes „Super Street“, „Super Gas“, „Super Comp“, „Outlaw“ and „Pro Bike“.
- 6.6. The competitor must, upon request, present the vehicles registration, driving licence, competitors' licence at the check-in and/or pre-race scrutineering. If needed, a statement of entry fee payment, a notarial letter of authorization issued by the owner when the vehicle does not belong to the competitor or his/her name is not entered as a vehicle user on the vehicle's registration certificate.
- 6.7. Competitor is not allowed to race without a driving license (exc. J/BR).
- 6.8. The minimum mandatory clothing at the starting area for the crew members are closed shoes, below the knee pants and a t-shirt. Tank-top, open-toe or open-heel summer shoes or sandals are not allowed. The track team at the start area are obliged to wear at least full-length pants, closed shoes and at least a t-shirt. Also, sandals, open-toe and open-heel summer shoes and tank-tops are prohibited. A hat and safety glasses are recommended.

7. LICENCES

- 7.1. In classes SB (Street Bike) and PB (Pro Bike) EMF competitor licence is required.
- 7.2. In classes OL (Outlaw), Super Comp (SC) EAU competitor licence is required.
- 7.3. In classes ST/A (Street A), ST/B (Street B), SST (Super Street), SG (Super Gas), SET (Sportsman ET) and PET (Pro ET) EAU drag racing national sportsman licence is required. Register's licence is recommended.
- 7.4. In J/BR (Junior Bracket) EAU Junior competitor licence is required. Junior competitor licence is issued by the EAU.
- 7.5. Seasonal competitor licence can be bought from EAU or EMF
- 7.6. One-time EAU competitor licences can be bought on the spot during check-in.
- 7.7. It is recommended to buy an EAU drag racing national sportsman licence to take part in the additional categories.
- 7.8. The licence obligation and type of the competitor licence of the additional categories, training days and demo runs is decided by the Drag Racing Sub-committee, in accordance with the nature and indexes of the additional categories and demo runs.
- 7.9. Foreign competitors can use international competition licences issued by all EU ASN or FIA international competitor licences. Competitors outside the EU may use International competitor licences issued by their country of origin ASN if it has been approved by the host country ASN.
- 7.10. Link to the competitor licence information can be found in point 21.
- 7.11. Licence prices can be found from EAU and EMF homepages.

8. LICENCING

- 8.1. All first-time racers in all the Championships and Junior Bracket, Super Gas, Super Comp, Outlaw and Pro Bike categories are obliged to go through the licencing procedure.

Competitors who change category to higher class or who change the body of their vehicle are also obliged to go through licencing

- 8.2. Licencing is assessed by the Licencing commission complied with the Race Director of the competition, jury members and the chief starter.
- 8.3. During the process the competitor needs to pass a test on the subject and perform different tasks (see point 8.7.1 and 8.8.1). During the process the competitor must wear the relevant race clothing and use the safety equipment's in accordance with its class index. The commission is entitled to make the competitor repeat the tasks.
- 8.4. During the licencing the relevant documentation is filled out (licencing act).
- 8.5. The licencing process shall be deemed to have been passed when the commission is convinced that the driver has full control over his actions and race vehicle, knows the rules and race procedures and is both mentally and physically ready to participate. The ability to assume responsibility over crew members and omission is also evaluated. The last decision is left to the Race director of the specific competition of which the licencing is part of.
- 8.6. Successful passing of the licencing is authenticated by the indication by the licencing commission, the signature of the member of the commission and the competitor on the "licencing act".
- 8.7. Licencing, tasks and licencing runs.
 - 8.7.1. Tasks:
 - 8.7.1.1. The competitor, i.e. the race vehicle driver shall pass an orientation test in the race vehicle while wearing a blindfold. The competitor must find all the switches and controls to stop the car, activate a fire-extinguishing system or help to stop a moving car;
 - 8.7.1.2. Competitor in the Championships categories shall pass the whole procedure with exiting the car under 8 seconds;
 - 8.7.1.3. Competitor shall know how to pack the vehicle's breaking chute under supervision (when the car has one or it's required by the category technical regulations);
 - 8.7.1.4. Competitor shall pass the starting procedure without any errors and accelerate to up to 50 meters;
 - 8.7.1.5. Competitor shall pass the starting procedure without any errors and accelerate up to 660 feet, reaching a result close to the class excepted result;
 - 8.7.1.6. Competitor shall pass the starting procedure without any errors and accelerate up to the finish by reaching a result close to the class excepted result.
 - 8.7.2. Task requirements:
 - 8.7.2.1. Fulfilling the tasks depends on the race vehicle with an indication of passing the technical inspection;
 - 8.7.2.2. The vehicle doing the runs shall have a big "X" near the competition number and in a visible place;
 - 8.7.2.3. Licencing runs are only performed as single runs. Lane choice is free, but to pass the test successfully the competitor must have performed at least one run on each lane;
 - 8.7.2.4. Licencing runs are performed 1 hour before the qualification runs. The organiser is obliged to make it possible in the race schedule. On the permission from the Race Director, the runs can be performed during the race, fitting them between categories or rounds.
- 8.8. Motorcycle licencing, tasks and licencing runs.
 - 8.8.1. Tasks:
 - 8.8.1.1. Competitor shall pass the starting procedure without any errors and accelerate to up to 50 meters;

8.8.1.2. Competitor shall pass the starting procedure without any errors and accelerate up to 600 feet by reaching a result close to the category excepted result. 8.8.1.3 Competitor shall pass the starting procedure without any errors and accelerate up to the finish by reaching a result close to the category excepted result.

8.8.2. Task requirements:

8.8.2.1. Fulfilling the tasks depends on the race vehicle with an indication of passing the pre-race technical inspection;

8.8.2.2. The vehicle doing the runs shall have a big "X" near the competition number and in a visible place;

8.8.2.3. Licencing runs are only performed as single runs. Lane choice is free, but to pass the test successfully the competitor must have performed at least one run on each lane;

8.8.2.4. Licencing runs are performed 1 hour before the qualification runs. The organiser is obliged to make it possible in the race schedule. On the permission from the Race Director, the runs can be performed during the race, fitting them between categories or laps.

9. ORGANISATION AND EVENT PROCEDURES

9.1. Race distance is ¼ miles, i.e. 402,33 meters, or 1/8 miles, i.e. 201,16 meters.

9.1.1. For safety reasons the Race Director of the event has the right to change the distance. The decision shall be confirmed unanimously also by the jury. In the absence of the jury the chief starter of the race and the Race Director of will hold voting rights.

9.1.2. If the race distance is changed a bulletin on the matter shall be drawn and published on site. The original bulletin document is brought to the Sub-committee after the competition by the organiser.

9.2. The competition is made up with qualifications and elimination runs, i.e. eliminations. The competitors are placed on the elimination ladder on the basis of elapsed time under the applicable category regulations. Also, competitors with a negative result or whose result was faster than their category index will be qualified. Racers with results like this will be placed at the bottom of the elimination ladder. Breakout results at the end of the ladder are established on the basis of who goes over his category index less or whose reactions time is closer to zero. The number of competitors is determined by the chart in point 5.4.

9.2.1. Elimination ladders for categories:

SG – FIA ET, Handicap & Sportsman

SC – FIA ET, Handicap & Sportsman

OL – FIA Progressive

PB – FIA Progressive

ST/A – FIA ET, Handicap & Sportsman

ST/B – FIA ET, Handicap & Sportsman

SST – FIA ET, Handicap & Sportsman

SET/PET – FIA ET, Handicap & Sportsman

JUNIOR BRACKET – FIA ET, Handicap & Sportsman

SB – FIA ET, Handicap & Sportsman

BB - FIA ET, Handicap & Sportsman

Elimination ladders, see point 20.

9.3. If the competitor is late to the starting line, he is deemed a loser. The opponent must do a single pass, but will advance even in case of a false start.

- 9.4. All burnouts are restricted to designated areas in the starting area and only following the starter's permission.
- 9.5. Staging is only allowed after starter's permission. In case staging fails, i.e. the vehicle moves over the starting line, the competitor must back up behind the stage and pre-stage beams and start from the beginning after starter's permission.
 - 9.5.1. In categories SST, SG, SC SET, PET and J/BR the so-called courtesy staging rules are applicable which means the competitor must not drive into the fully staged position before the opponent has activated the pre-stage lights on his lane. When both competitors are on the pre-stage position, they will move on to the stage. A competitor breaching this rule in qualification runs will get a result. A competitor breaching staging rule in elimination rounds will result in automatic loss.
 - 9.5.2. Deep-stage is not allowed in categories SST, SG and SC. Deep stage is a situation where the competitor rolls over the start line as far as the pre-stage light of his lane goes off.
 - 9.5.3. In categories Sportsman ET and Pro ET qualification takes place in accordance with the index the competitor has determined himself. A competitor running closer to his index will be awarded the better qualifying position. Results faster than the index are placed at the bottom. Index can be changed between rounds.
- 9.6. Pre-race scrutineering:
 - 9.6.1. Scrutineering will take place in a determined place and time on site or prior, as the time and location specified. The vehicle must be in fully race-ready condition for presentation. The competitor is responsible for the presentation of the vehicle to the location of the scrutineering.
 - 9.6.2. The vehicle must be in full racing condition when scrutineered.
 - 9.6.3. The label showing successful passing of scrutineering will remain on the vehicle throughout the season. During the season, random scrutineering may take place. If the label is removed or lost for some other reason, a member of the scrutineering team must be notified.
 - 9.6.4. If, after scrutineering, changes are made to the vehicle, which makes it incompatible with the rules, the competitor shall be punished in accordance with the General regulations point 13.
- 9.7. If the vehicle runs faster than its category index then in qualification runs the competitor is qualified last and in elimination rounds the competitor over the index the most is deemed the loser.
- 9.8. If the vehicle goes faster than its index (but not faster than its category index) then for the next race the vehicle must be brought into line with new index safety regulations.
- 9.9. As an exception, the vehicle can continue in the same category if technical changes have been made that make the vehicle slower. These technical changes must be coordinated with the technical commission.
- 9.10. Prior each event it's mandatory to pass the check-in and register oneself for that particular event. During the check-in, competitor's documents will be inspected, all necessary material for the race are handed out and the competitor will be added to the protocol. Only competitors passing check-in and technical scrutineering will be added to the protocol of that race.
- 9.11. Race vehicles without a racing number are not allowed to start.
- 9.12. The breaking chutes security pin must be removed before the burnout.
- 9.13. Lane choice:
 - 9.13.1. In qualification runs the lane choice is free with the condition that the competitor performs at least one run on each lane.
 - 9.13.2. The competitor with the better qualifying result gets first-round lane choice.
 - 9.13.3. In subsequent rounds, lane choice goes to the competitor with the best results. The solo pass results are accounted when it was not faster than the category or vehicle safety index.

- 9.14. If vehicle has any incident (technical malfunction or crash or some other incident) on track, then driver must present the vehicle to scrutineering before getting back on track after repairs.

10. GENERAL CONDITIONS

- 10.1. If the drivers meeting has been called out, then participation is compulsory.
- 10.2. The questions and problems that may arise not described in the guide and technical regulations or other rules, will be solved by the Race Director together with jury by favouring the competitor.
- 10.3. All changes to the race regulations during the competition shall be published on the bulletin board. The original document with explanation shall be delivered to the EAU Drag Racing Sub-committee within 5 working days after the race takes place.
- 10.4. The number of competitors is not limited.
- 10.5. During the pass, only the driver may be in the vehicle. Passengers are prohibited.
- 10.6. Helmet is mandatory.
- 10.7. During the race, maintenance, repairs and refuelling of the vehicle can only be carried out in competitor's own pit area.
- 10.8. Competitor must follow the race rules, and obey orders of the judges.
- 10.9. FIA, EAU, EMF and the organiser are not liable for any possible accidents/incidents and their consequences. In case of an incident and possible accidents caused by licensed/unlicensed competitor during a registered race the consequences will be covered by the insurance.
- 10.10. In pursuant to international sporting regulations, the competitor must allow the EAU, Drag Racing Sub-committee or organiser promotional materials to be displayed on the vehicle.
- 10.11. Organiser will provide paid catering.
- 10.12. For the competitors, organisers will provide separate free toilet, water and burnout water.
- 10.13. The organiser will pay the judges the costs of the event within seven (7) days from the date which the event is held.
- 10.14. Notice board:
 - 10.14.1. The official bulletin board is placed on the line up gate.
 - 10.14.2. All the official information is presented on the bulletin board: precise timetable, bulletins, first results, etc.

11. ENTRANCE

- 11.1. Vehicles
 - 11.1.1. All registered race vehicles.
 - 11.1.2. One support vehicle, licence plate number must be on the pass. The number of support vehicle per racer is determined by the organiser in the information bulletin, by taking into account the character and real need of each race category.
 - 11.1.3. Other vehicles are prohibited.
- 11.2. People
 - 11.2.1. Free entrance for all registered and paid competitors and mechanics.
 - 11.2.2. The organiser may request identification document.
- 11.3. In the starting area (beginning from the starting gate), only the race vehicle, competitor and registered mechanics allowed. Bystanders are strictly prohibited! Bystanders affiliated with the competitor may result in penalties for the competitor.
- 11.4. All members of the EAU Sub-Committee, EAU, EMF and FIA licensed judges upon presentation of a proper photo ID.

12. RACE RULES

- 12.1. In any way dangerous participants and other vehicle drivers and crew members of competitor will be disqualified from the race and/or physically removed from the venue of the race.
- 12.2. General speed limit outside the track is 50 km/h and around the pits 30 km/h.
- 12.3. Around the pits right hand rule shall be established.
- 12.4. Driving in the opposite direction on the track means immediate disqualification.
- 12.5. Using beam lights, daytime running lights, passing beam lights is only in accordance with the regulations of the organiser.
- 12.6. At least one 6 kg powder-type or foam fire extinguisher must be visible and easily accessible in the racers pit. It is also recommended to have a fire blanket or other types of fire extinguishers.
- 12.7. Any waste from the pit area must be gathered into one closed trash bag, taken with them or left at a visible place in the pit.
 - 12.7.1. It is not permitted to leave behind any hazardous waste. These must be taken along and placed in a hazardous waste container.
- 12.8. The information bulletin about the competitor and race vehicle received upon the registration is recommended to be kept in the pit or in a visible place in the vehicle standing in the pit throughout the race.
- 12.9. It is not recommended to use a charcoal grill at the pit. The preferred options are electrical or gas grills.
- 12.10. In the event of an accident it is prohibited to run on the track for help. Ambulance and rescue team is there for that.

13. PENALTIES

- 13.1. Competitor may be penalised in the following cases:
 - 13.1.1. The competitor ignores and does not comply with the requirements in this regulation.
 - 13.1.2. Changes are on the race vehicle after scrutineering which makes the vehicle not compatible with the regulations.
 - 13.1.3. The competitors clothing and safety equipment does not comply with the safety regulations.
 - 13.1.4. The vehicle does not comply with the safety regulations or has run faster than the present safety equipment allows.
 - 13.1.5. Burnout outside the designated area.
 - 13.1.6. Starting/warm-up/tuning of the engine without the driver in the driver's seat.
 - 13.1.7. The competitor is under the influence of narcotics or alcohol. The legal limit is 0,0%.
 - 13.1.8. The competitor shifts automatic transmission to neutral after crossing the pre-stage line.
 - 13.1.9. Failure to follow the speed limits outside the track.
 - 13.1.10. Driving the wrong direction on the track.
 - 13.1.11. Unsportsmanlike conduct and/or causing an emergency situation.
 - 13.1.12. Competitor crosses the centre line of the track and continues to accelerate (won't ease the gas) and causes damage to the timing system or when the competitor causes damage to the timing equipment more than once during one event or his fault is established, the damage must be compensated. Every damaged sensor costs 320 EUR.
 - 13.1.13. If the vehicle leaks oil (and the car has no engine diaper), coolant or braking fluids to the track more than once during the event, the competitor is required to pay a fine of 160 EUR.
 - 13.1.14. If the competitor opens the nitrous bottle prematurely.

- 13.1.15. The competitor ignores the warnings and cautions of the judges or officials.
- 13.1.16. Breach of the Pit Silence rules.
- 13.2. The competitor will be dropped from the eliminator but will retain his current standing in final results in the following cases:
 - 13.2.1. Late arrival to the starting area.
 - 13.2.2. Unable to race, engine will not start, other technical malfunctions.
 - 13.2.3. False start, red-light. In case both competitors make a false start, the lesser violator will be the winner.
 - 13.2.4. Crossing the centre or outside border line or crossing the imaginative middle line or exiting the track. Exceptions is the avoidance of an obstacle, in which case a restart will be given.
- 13.3. Other conditions:
 - 13.3.1. Competitors and their crew who are consuming alcohol or under the influence of narcotics, are not allowed on the territory of the event and must leave (incl. the pit area) upon the request of a judge or organiser.
 - 13.3.2. All competitors are required to follow the rules and general standards of good behaviour.
 - 13.3.3. Competitors and crew members may be in the starting area immediately prior, during and until the end of the run. When they are there any other time and disturb the course of the event, the respective competitor shall be punished. First time is a warning and the second time is some other penalty.
- 13.4. Penalty may be:
 - 13.4.1. Warning
 - 13.4.2. Financial penalty of 35, 65, 160 or 320 EUR.
 - 13.4.3. Disqualification. The disqualification may result in annulment of already earned points in accordance with severity of the penalty. The decision on annulment will be made by the jury or, alternatively, the Race Director.
 - 13.4.4. Ban, disqualification, suspension of competitor license.
 - 13.4.5. Other penalties provided within this regulation.
- 13.5. The decision on penalty will be made by the Race Director of the competition, approved by the judge of fact or jury, if needed the Drag Racing Sub-committee, EAU board.
- 13.6. The penalty will be decided by the judge of fact, approved by the jury and will depend on the nature and consequences of the violation.

14. RESULTS

- 14.1. The results of the event will be based on category eliminations. The results will be deemed official 15 minutes after their publication on the notice board or solution of the last protest. If the race stops before conclusion of eliminations, the results will be determined based on competitors best ET in qualifications.
- 14.2. The organiser or the Race Director will send the ranked list to the EAU Drag Racing Sub-committee on the same day after the race has ended.
- 14.3. The judge of fact makes the calculations and sends the points to the Drag Racing Sub-committee within three working day.
- 14.4. The organiser sends the timing log, final list of competitors, a report of sold licences and unlicensed competitor's licences, bulletins and other documents within three working days after the race has ended.
- 14.5. The Sub-committee confirms the results from the information obtained as soon as possible.

15. PROTESTS

- 15.1. Protests must be made not more than 15 minutes after publication of results of qualifications or elimination rounds.
- 15.2. For protests the competitor will pay a protest fee and present a written form protest to the judge of fact.
- 15.3. Protests are resolved by the jury and EAU Drag Racing Sub-committee.
- 15.4. Protest fee is 65 EUR: Protest fee concerning the technical state of the vehicle is 320 EUR.
- 15.5. When the protest is settled in favour of the protest issuer, protest fee is returned.
- 15.6. Protest against the Race Director can be made within three (3) days after the race to the EAU (Drag Racing Sub-committee). Protest(s) against the Race Director will not lead to the change in the results.

16. AWARDS

- 16.1. Championships and Estonian Drag Racing Cup top 2 competitors shall be awarded a trophy and a diploma at the end of the race.
- 16.2. Sponsors may provide additional awards.
- 16.3. At the end of the season, the EAU awards the three best in each category with a cup and medal according the season's points.
- 16.4. Motorcycle categories will be awarded at the end of the season by EMF.

17. DEMO RUNS AND PASSENGERS

- 17.1. A demo run with a passenger can only be done with a full-bodied vehicle or with a full-bodied vehicle or with a custom-made dragster-type vehicle. Motorcycles are prohibited.
- 17.2. Demo runs with a passenger are always solo passes, outside the race and by following all the starting and race regulations and procedures.
- 17.3. A vehicle doing a demo run for a passenger must have been passed a full pre-race technical scrutineering. The safety equipment in the car for the passenger shall comply with the vehicle speed and time index.
- 17.4. Passenger
 - 17.4.1. Passenger may not be less than 18 years of age. The passenger shall not have a serious health detriment or chronic disease that could turn the run dangerous for him. The passenger shall not be under the influence of alcohol or drugs, and strong sedatives must not be used before the run.
 - 17.4.2. Passenger safety equipment shall comply with the cars time and speed index.
 - 17.4.3. The passenger shall confirm with a signature on the self-accountability document that he is aware of the dangers and won't have any major claims against the organiser, judge, driver nor anyone else.
 - 17.4.4. Personal accident or life insurance is recommended.
 - 17.4.5. The driver or the team is required to explain to the passenger the nature of the run and dangers and shall verify that the passenger is in full physical and mental health.
 - 17.4.6. The race director or the head of technical board has the legitimate right to prohibit the demo run with the passenger.

18. REQUIREMENTS FOR TIMING SYSTEMS

- 18.1. In the Estonian Drag Racing Cup and Championship races the timing systems with the following requirements can be used:
 - 18.1.1. The timing systems accuracy shall be at least .001 seconds. Final speed accuracy is .016 km/h.

- 18.1.2. The timing system must have a marking or official document which shows the accuracy of the system and which brings out the device of which the system was tested against and when.
- 18.1.3. Only the three amber-light tree version can be used as a starting system. The starting tree must be 38-40 feet, i.e. 11,5-12,1 meter from the guard beam. The height of tree must be 90 inches, i.e. 2,2 meters from ground to centre of pre-stage. In the Estonian Championships and Cups the starting system must have double indicator lights which of half must be visible from the track. Pre-stage and stage lights must be clearly visible to the competitors from every direction. Sunshades and double-lights are allowed with pre-stage and stage lights only when visibility to all directions is maintained. Around the amber-lights track separating cylinders covering the filament lamps can be used or a shade separating the left and right side of the tree. LED lights allowed.
- 18.1.4. The timing system must be able to measure and issue the following results: RT, 60ft time, 660ft. speed (km/h), 660ft. time, 1320ft. Speed (km/h), 1320ft time. An unlimited number of time and speed points are allowed when the timing system allows it or is required by the nature of the event.
- 18.1.5. The recommended speed trap length is 66 feet, i.e. 20.12 meters. The timing system must be able to measure different length traps.
- 18.1.6. Only the combination of pre-stage, stage and guard is allowed. Sensors in the starting line must be placed as close to the surface of the track, but not higher than 3 inches, i.e. 7,62 cm. Guard must be located on the starting line. The distance between the pre-stage and stage sensors must be 7 inches, i.e. 17,8 cm. The distance between „Guard” and „stage” must be 13,3/8 inches, i.e. 339,7 mm.
- 18.1.7. Height of 60 ft sensor must be 10 inches, i.e. 20,4 cm. Rest of the indicators on the track must all be at the same level and not higher than 5 inches, i.e. 12,7 cm. Track sensors can use double reflectors if needed.
- 18.1.8. The timing system must be capable of issuing an electronic or paper time-slip after every run which has legibly indicated all times and speeds from all measuring points.
- 18.1.9. Timing system must have a compatible and visible score board system of signs which provides the results for viewers.
- 18.1.10. Timing system must have enough spare sensors, cables or the opportunity to fix the system on the spot as fast as possible to prevent long delays or interruptions.

19. NATIONAL RECORD PROCEDURES

- 19.1. Drag racing national records are established by its competitors in their country of origin during a national event.
- 19.2. Estonian Drag Racing record categories are the best elapsed time and speed in the distance of 1/4 miles, i.e. 403,33 meters.
- 19.3. For the national record the competitors must repeat the record once to achieve a result which do not differ more than 1% from the previous record run. A backup performance is required at the same event.
- 19.4. The competitor or competitor's representative must submit a free form request verifying the record the Drag Racing Sub-Committee. The request shall be made within three working days after the event. Sub-Committee checks the result and approves as soon as possible.

20. CHAMPIONCHIPS AND CUP POINTS

- 20.1. To earn round loser points, the competitor doesn't have to make a pass
- 20.2. Successfully passed technical scrutineering will give 100 points

20.3. First full qualification start gives 100 points. The competitor must self-stage and self-start.

Iga kvalifikatsiooniringi kolmele parimale omistatakse lisapunkte järgneva skeemi alusel

1. koht	10 punkti
2. koht	6 punkti
3. koht	3 punkti

Punktide jagunemine lõplike kvalifikatsioonitulemuste põhjal

1. koht	25 punkti	5. koht	12 punkti	9. koht	8 punkti	13. koht	4 punkti
2. koht	20 punkti	6. koht	11 punkti	10. koht	7 punkti	14. koht	3 punkti
3. koht	15 punkti	7. koht	10 punkti	11. koht	6 punkti	15. koht	2 punkti
4. koht	13 punkti	8. koht	9 punkti	12. koht	5 punkti	16. koht	1 punkti

Punktide jagunemine eliminaatorisõitude tulemuste põhjal

	1	2	3	4	5	R/U	W
4 autot	300	-	-	-	-	400	600
8 autot	300	400	-	-	-	500	700
16 autot	300	400	500	-	-	600	800
32 autot	300	400	500	600	-	700	900
64 autot	300	400	500	600	700	800	1000

- 1. - esimese ringi kaotaja
- 2. - teise ringi kaotaja
- 3. - kolmanda ringi kaotaja
- 4. - neljanda ringi kaotaja
- 5. - viienda ringi kaotaja
- R/U. - finaali kaotaja (runner-up)
- W. - Finaali võitja (winner)

For example: With 16-car field, the vehicle passing the scrutineering (100), gets the 16th result in qualifying (100) and then leaves, will earn 501 points (100+100+1+300). The winner in the same qualification (25), having won one round (10) and winning in the finals, earns 1035 points (100+100+10+25+800). A competitor coming second in two qualification rounds (6+6) and passes the scrutineering (100), was fifth in qualification (12) falls out in first elimination round (300) gets 524 points (100+100+6+6+12+300).

21. LINKS

Estonian Autosport Union:

www.autosport.ee

International sporting code and organisation of drag races (Estonian)

http://autosport.ee/rallyreg/public/series_file/01_vldinfo_reegliraamat_2011.pdf

Drag Race technical requirements for cars:

<http://autosport.ee/sites/default/files/upload/Kiirendus/Autode%20tehnilised%20reegliid%202016.pdf>

Drag Race technical requirements for motorcycles:

<http://autosport.ee/sites/default/files/upload/Kiirendus/Mootorrataste-tehnilised-reegliid-2016.pdf>

Licence information for cars and motorcycles:

http://www.autosport.ee/Infomaterjalid#Litsentsiinfo_autodele

FIA regulations:

<http://www.fia.com/regulations/regulation/fia-drag-racing-101>

Elimination ladder (PDF download):

<http://www.fia.com/file/2151/download?token=CCBA6Ms>

<http://www.fia.com/file/2150/download?token=MXc5PGm2>