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Race Procedures for FIA Drag Racing

1. COMPETITION NUMBERS

All competitors are required to display a permanent competitor number at all FIA Drag Racing Championship events. Competitors must have a separate number for each category.

2. BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a competitor's car should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts. All safety pins (Fire Extinguisher / Parachutes) must be removed and all systems must be armed prior to the car entering the burnout area.

3. PRE-RACE PROCEDURES

Following the burnout and backup procedure (where applicable), all pre-race checks and procedures including (but not limited to):

- lining up the car
- securing the roof hatch
- cleaning tyres
- final adjustments of the engine and wheelie bars etc.

must be completed **PRIOR** to the front wheels of the car breaking the Pre-Stage Beam and moving into stage. No crew member may touch the car or perform any function on the car once the Pre-Stage Beam has been broken. Any violation of this rule will result in disqualification of this run.

4. STAGING

Once a car reaches the front of the staging lanes for a run, it must be fully prepared to fire and race. Cars in any category except Junior Dragster & Junior Funny Car, once started and having moved into the burnout area, may not re-start their engines unless they can do so without external support (e.g. external batteries, crew support, etc.).

In order to be a legitimate qualifier and/or race winner, a competitor's car must self-start (or be started by a crew member using a remote/removable starter device in accordance with the category regulations) and self-stage. This rule also applies to single runs. Staging must be completed under the car's own engine power. Push-starting or push-staging a car is prohibited.

A single (suitably competent) crew member is permitted to guide the car into the staging area, but NOT beyond the Pre-Stage Beam. Crew members are **STRICTLY PROHIBITED** from breaking the staging beams with their feet when guiding a car into the staging area. Once the front wheels of the car break the Pre-Stage Beam, the use of any device, mechanical or electronic, that permits the competitor to ascertain the position of their car in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the position of the car.

The practice referred to as "deep staging" (staging with the "pre-staged" light out) is prohibited in Super Street, Super Gas and Super Comp (permitted in all other categories). In dual deep-stage situation in the "Super" categories, both competitors will be disqualified - except in the final round of competition, in which case the two finalists will be rerun.

When staging for any of the Super categories or ET Brackets, both competitors must have their pre-stage lights activated before either may advance into the stage beams.

THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGED TO STAGED POSITION.

All cars must be self-starting (or be started by a crew member using a remote/removable starter device in accordance with the relevant technical class regulations). Rolling or push starts are prohibited. Should any competitor fail to self-start will lose the right to complete the run.

A reasonable amount of time will be permitted for a competitor to move their car into pre-stage. The time limit will be determined by the Auto start System or at the sole and absolute discretion of the Official Starter. Failure to stage upon the Starter's instruction will remove the competitor's right to complete the run.

After proper staging and receiving the Starter's signal to go, it is not permitted, **unless authorized by the Official Starter**, to re-stage for a second time. Any competitor leaving the starting line before the start system is activated, including competitors on a single run, will have their run disallowed.

5. STARTING SYSTEM

The Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car, Pro Modified, Super Comp, Super Gas and Super Street categories utilize the three-amber "Pro Start" FIA Tree or handicap Tree. All amber lights are activated simultaneously, with a four-tenths of a second delay to green, except for the Super Street category, which has a five-tenths delay to green.

The Competition Eliminator, ET-Bracket and Junior categories utilise a full tree-amber countdown with five-tenths delay between all lights.

6. QUALIFYING

To constitute an official qualifying attempt, all cars must self-start and self-stage. A competitor cannot drive more than one (1) car in the same category at the same event. For the Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car and Pro Modified categories of competition, an individual car cannot be used for multiple entry. Cars in those categories must remain in the same category entered, with one registered competitor for the duration of the event.

All qualifiers in Pro Modified, Pro Stock, Top Methanol Dragster, Top Methanol Funny Car, Funny Car and Top Fuel must carry out a qualifying attempt to be placed into the eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size in any Sportsman category, the Race director has the option of placing non-qualified entrants into the field.

On a qualifying run, if a competitor properly starts, stages, and receives the starter's signal but breaks to the point that the run cannot be completed, a time of 28 seconds is issued and it is considered a valid qualifying run. Should more than one competitor break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would begin with the competitor who made the qualifying attempt first.

In the event of identical qualifying elapsed times (ET) in Pro Modified, Pro Stock, Top Methanol Dragster/Funny Car, Funny Car and Top Fuel categories, the competitor with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position.

If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the FIA Race Director has the option of reassigning lanes as necessary for remaining runs. In qualifying every effort will be made to see that each competitor has the opportunity to run in each lane.

The Stewards of the event have the option of allowing the change of a competitor but only under the following conditions:

- 1) Replacement competitor must have proper credentials.
- 2) The original competitor is withdrawn from competition and cannot be reinstated.
- 3) All previous event times are voided for the cars and competitors involved.
- 4) The replacement competitor must re-qualify during the normal schedule, as posted, for the event. No changes are permitted after qualifying has been completed.
- 5) Teams are limited to one replacement competitor action per event.

The FIA Race Director has the option of allowing a competitor to utilize a replacement car, but only under the following conditions:

- 1) The original entered car is withdrawn from competition and cannot be reinstated.
- 2) Replacement car cannot have been utilized by any other competitor at the same event.
- 3) Replacement car must be fully certified and must pass technical inspection prior to continuation of competition.
- 4) The car must stay within original eliminator category and class entered.
- 5) Sportsman categories:

All previous event times are voided for the cars and competitors involved. Changes must be made and competitor must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed.

PM, TMFC, TMD, PS, FC and TF:

Competitor retains qualifying times and standings as posted while driving the original entered car. Replacement cars can be utilized during the course of any remaining qualifying sessions or for the start of elimination completion. Once eliminations are in progress, under normal scheduling, replacement cars are not permitted for subsequent rounds.

- 6) Check out runs for replacement cars are not available.
- 7) Teams are limited to one replacement car action per events.

If a competitor, due to circumstances beyond his control, cannot make a valid qualifying run, the Stewards have the option, at their sole discretion, of placing that competitor onto the qualifying list following all other qualified competitors. If there is more than one competitor to be placed on the qualifying list, the order in the qualifying list will be determined by current Championship point standings. Such a situation can occur if there is an error in the timing system during a qualifying attempt, if the competitor is forced to abort the run due to another competitor losing control of his car in the other lane, or in the event of adverse weather conditions.

7. LADDERS

Category pairings are based upon established FIA "Ladder" charts. Qualifying elapsed times determine ladder positions. In Pro categories the FIA Pro ladders must be used. Once established, pairings are not changed unless the Stewards determine there is adequate justification for a change. In situations where fields are not fully filled, such as 14 cars entering for a 16-car field, a 14-car ladder would be utilized, not a 16-car ladder. Sportsman categories can either Pro or Sportsman ladders.

The ladders can be found at: <https://www.fia.com/regulation/category/101>

8. SINGLE RUNS

In situations where a competitor is making a single run, he is considered the winner once he stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane choice determination.

9. ALTERNATES

Once qualifying has been concluded and a ladder has been established, pairings will not be changed. However, should a qualified competitor be unable to make the first round of eliminations (not reach the burnout area), an alternate can be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this happens is at the sole

discretion of the FIA Race Director or the Clerk of the Course of the event. First round points and cash awards will be kept by the qualified competitor. The car must be on the racetrack premises at the time the first round commences.

The awards paid to the original qualifier will be deducted from the cash awards paid to the alternates. If an alternate competitor is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

10. LANE CHOICE

In the Top Fuel, Funny Car, Pro Stock, Top Methanol Funny Car, Top Methanol Dragster and Pro Modified categories, lane choice is determined by elapsed times. The competitor with the better qualifying ET gets first-round lane choice. In subsequent rounds, lane choice goes to the competitor with the lower ET in the previous round. If there is a tie to the thousandth of a second, the tie will be resolved by the fastest speed from the runs involved. If the speeds are also identical, the lane choice goes to the competitor who ran the time first. The FIA Race Director or the Clerk of the Course may determine the lane choice and may override the above. Lane choice is no subject for protest and/or appeal. In all other categories, competitors are to determine lane choice by a coin flip, or by random draw lane assignment.

11. DISALLOWANCE OF A RUN, EXCLUSION, SUSPENSION, DISQUALIFICATION, PENALTIES

Crossing a boundary line during a run is prohibited.

One of the rarities at an FIA event is the situation in which two competitors have their run disallowed during the same elimination race. In most cases, both offending competitors will have their run disallowed. Those situations include both competitor's crossing the boundary lines.

Should a competitor receive a red-light, and the opposing competitor cross the lane boundary line, the latter infraction would prevail and the competitor committing the foul start would be reinstated.

In determining lane boundary crossing violations, it is considered a disallowed run when any portion of a tire completely crosses the painted line surface. In cases where both competitors cross the centreline or outside line, the runs of both competitors will be disallowed. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitors racing lane will be used for reference.

Any time it has been judged that excessive braking has resulted in loss of control as to cause contact with the guardrail, barrier, light fixtures, or crossing the centre boundary lines – INCLUDING PAST THE FINISH LINE – the competitor will be disqualified from the run. Intentional crossing of boundary lines to leave track, to avoid an accident or avoid depositing debris on track are not grounds for the disqualification from the run.

Should both competitors of a race leave before the start system is activated, the competitor leaving the start line first will have the run disallowed. If it not possible to determine which competitor left first, both competitors will have their run disallowed. Additional grounds for disallowance of the run, disqualifications, fines, suspensions, and/or exclusions are:

- 1) contact with guardrail, barriers, or any other track fixture (rubber cones when used are considered visual aids, not fixtures).
- 2) unsportsmanlike conduct, improper language, or conduct detrimental to racing.
- 3) any condition considered unsafe, unfair, or out of order.
- 4) Any failure in timekeeping system causing incorrect timing will lead to the exclusion of the run.

Any competitor and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be excluded from the event. Such a condition is cause for suspension, fine and/or revocation of competition privileges.

Notwithstanding any other provision of these Regulations, participation in any program conducted by or in conjunction with FIA is conditioned upon being in good standing with FIA. Any person found guilty of drug-related offenses is subject to such disciplinary action as FIA shall determine appropriate in its sole and absolute discretion, including but not limited to immediate suspension and a termination of his/her good standing. Such person may be immediately suspended from all FIA programs and may not be eligible for titles, prize money or other awards which have not already been bestowed, as shall be determined by FIA. Further, any annual awards which might be granted may be made contingent upon maintaining good standing with the FIA through the year following the annual award, if so determined by FIA. Further still, any person who shall be facing prosecution for a drug-related offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he/she shall not have been found guilty for such offenses during the year following the award of such prizes if so determined by FIA.

Penalties, protests, and appeals are subject to the provisions of the FIA International Sporting Code, Article 12, 13 and 15.

12. SCRUTINEERING / TECHNICAL INSPECTION

At a time and place and in a manner determined by the Technical Delegate, prior to any racing activities, all cars and competitor safety equipment must undergo a technical inspection.

In addition, every car is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by the FIA Technical Delegate or the Stewards.

By participating, the competitor certifies that:

- his or her car and personal protective equipment will remain in good condition and the same as stated on the Scrutineering check list throughout the entire event
- the competitor will in fact use all safety and personal protective equipment noted on the Scrutineering check list and required by the Regulations
- in case of any changes concerning the items stated on the Scrutineering check list, the competitor will immediately notify the Technical Officials of the event.

Falsifying a Scrutineering check list or not complying with the Regulations subjects' competitors to disqualification from the event and further disciplinary action determined by the Stewards.

FIA Officials may at any time inspect, measure, seal for inspection, download specific Vehicle data and/or tear down a participant's vehicle.

Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by the Stewards.

All determinations by Technical Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Technical Officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not ensure that the car or any part thereof is safe. The technical inspection does not in any way change the fact that the competitor, the crewmembers, and the car owner are ultimately responsible for the safety and operation of the car and equipment.

Under normal circumstances, to validate a run and if required by the Technical Officials, the car and competitor must be weighed with the competitor correctly seated in the driver compartment. The competitor must be fully equipped with race suit, helmet, boots, gloves, HANS/FHR device and any other safety equipment as dictated by the category regulations. Helmet and safety clothing may be removed from the competitor but must be located within the cockpit of the car to form part of the total combined weight of competitor and car. The car must be presented for weighing in fully complete form, i.e. with parachutes intact and/or any parts or panels which may have been dislodged during a run. All non-car related objects such as mobile cooling fans or bottles of drinking water must be removed before weighing.

Under exceptional¹ circumstances, e.g. if a competitor is competing in two different categories and needs to quickly return to the start line to drive a different car, it may be permissible (at the discretion of the FIA Technical Delegate) to weigh a car without the competitor present if the competitor has been weighed separately (on the official scales for the meeting) during the course of the meeting wearing the correct safety equipment for the category in question and the weight has been officially recorded. However, if the combined weight of the competitor and car (when weighed separately) are less than 15kg above the minimum required weight for the category, the car and competitor must be weighed together, with the competitor correctly seated in the car and fully equipped with all safety equipment as described above.

¹Note: under **no** circumstances will the above exception apply to the Pro Stock category. Any competitor competing in the Pro Stock category must be correctly seated in the driver compartment as described above when the car is presented for weighing following a run.

It is the discretion of the Technical Officials operating the scales as to whether or not to weigh a car after the competitor presents themselves at the scales. Under no circumstances may a competitor reject any technical inspection. Any competitor who runs quicker than any of his or her previous runs during the event in Pro Modified, Top Methanol Dragster, Top Methanol Funny Car, Pro Stock, Funny Car or Top Fuel, and fails to report to post-run inspection (scales or fuel check), will have their run excluded.

The competitor is responsible for providing a fuel sample of minimum one (1) litre from the fuel system of the car (after completion of a run) and identifying fuel brand and type to scrutineering. The equipment and measuring devices used by Technical Officials shall be the standards that will determine a cars compliance with the regulations.

13. INTERNATIONAL RECORD PROCEDURES

The standard of excellence of performance in drag racing is the FIA International Record. These records are established under controlled conditions at authorized record events throughout the season. FIA's official International Records program is conducted at each of the FIA Championship events.

Any team participating in an FIA Championship category which posts performances for elapsed time and speed that are quicker or faster than the existing FIA International Record for that Championship at any time during an FIA Championship event will be eligible for that FIA International Record.

Each record run is made under close observation of starting procedures, running, finish, and timing. Each car is thoroughly inspected to determine its compliance with class requirements, including weight, engine displacement, mechanical limitations, and fuel checks where necessary. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity.

Elapsed-time records will be recorded and listed to the thousandth of a second. Speed records will be to the hundredth of a kilometer-per-hour. If two competitors tie for the elapsed time record to the thousandth of a second at the same event, the tie-breaker will be the fastest kilometers-per-hour reading for the run that established the record. In the event a tie still exists, the competitor accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the competitor who set it first. Similarly, if two competitors tie for the speed mark, the tie-breaker will be the quickest elapsed time on the run that established the new FIA International Record.

All FIA Championship categories may set speed marks independent of elapsed time record; records may be set until the competitor is eliminated from further competition. Only the competitor holding the record at the conclusion of the event will be credited with the record. A competitor setting and then losing a record at the same event will not receive credit for establishing a record.

14. TIMING EQUIPMENT

A full electronic timing system is required, incorporating a handicap facility, individual Elapsed Time and Terminal Speed details for each lane, accurate to 0.001 second and 0,01km/h respectively.

A full "Christmas Tree" starting system should be used, with three amber lights.

a) Christmas Tree

* Distance from Guard Beam to tree: 1220cm (40')

* Height of tree: 2410mm (95") from ground to center of pre-stage or 2130mm (84") to center of top Amber (standard tree) or 2210mm (87") to center of top Amber (Compulink Blues LED tree).

Note: tree distance/height may need to vary somewhat due to established starting line 'groove' spacing from actual center of lane.

b) Pre-Stage Beam: Located 178mm (7") before the Stage Beam. Its only purpose is to show the competitor that the cars front wheel is approaching the Stage Beam.

c) Stage Beam: Located 340mm (13 $\frac{3}{8}$ ") before the Guard Beam, it indicates that the car is in the correct position for the start. The Stage Light should activate when the leading edge of the cars front wheel breaks the Stage Beam. The Stage Beam also serves to start the ET timers as the wheel clears the beam, and activates the red "foul" light in the event of the wheel clearing that beam prior to the green light showing.

- d) StageLOCK beam: Located on the Pre-Stage side of Stage at 57mm (2¼”) from the Stage Beam. Since the StageLOCK beam utilizes the STAGE transmitter as its source, this gives approximately 25 to 32mm (1 to 1¼”) of reverse hysteresis in the groove. If activated, the timekeeping system will turn the StageLOCK beam ON after all the Auto Start staging timing requirements have been met, 0.02 seconds before the Tree fires. This locks in a car that has been 'legally' staged during the cycle, but which may be causing the Stage beam to flicker slightly, and/or may rock backwards during the launch cycle. Forward motion and release of the Stage beam itself is not affected by the StageLOCK beam. This function is optional in timekeeping systems, and can be activated in FIA Championship events.
- e) Guard Beam: Ensures that no car has an excessive amount of roll-out (movement required to leave the Stage Beam). If the Guard Beam is broken at the same time as the Stage Beam, and the starting sequence has been initiated, the timers and the red "foul" light will be activated if the green light is not showing.
- f) Finish Line Beam: The Elapsed Time Beam is located at the Finish Line.
- g) Speed Traps: These are located 20.12mtr (66') prior to and at the Finish Line in each lane.
- h) Beam Heights: Ideally, light sources should be mounted as close as possible to the level of the track surface with the filament in the-cars position. The roll-out at the Start Line should be equal for both lanes, and all beams should be parallel.
- i) Auto Start System

Auto Start system will automatically start the Tree at a random pace within a given window. Three programmable timing parameters per category are available to tune the start sequence to the type of cars running. The System will allow a car to "bump" into the Stage beam without the fear of an early or false start. After the STAGED condition is met, the programmable desired DELAY (the normal Starter "two count") is then activated. The System then adds a random 0.0 to 0.13 seconds to the sequence before firing the Tree, preventing a racer from guessing the Tree cycle. Note that the third parameter, a programmable TOTAL TIMEOUT timer, is also in effect. This timer starts when both cars have PRE-STAGED, and then one lane has STAGED. If the second car does not Stage, the tree will cycle in the selected (5 to 30 seconds) delay, enforcing a "no-burn-down" time limit.

The Starter may STOP the sequence by simply turning the starter switch OFF (before the Tree activates). He also may OVERRIDE the sequence if one car does not Stage, or other conditions exist. Starter discretion may be used in this decision, thereby allowing the Starter ultimate control of the race.

Typical Auto Start settings are as follows:

	Stage Minimum	Staged to Start	Total Variance	Total Time
TF/FC	0.5	0.3	0.8-0.93	7.0
PS	0.5	0.3	0.8-0.93	7.0
PM	0.5	0.3	0.8-0.93	7.0
TMD/TMFC	0.5	0.3	0.8-0.93	7.0
SPORTSMAN	0.6	1.1	1.7-1.83	10.0

1. Stage Minimum is the amount of time tire breaks the beam to begin Auto Start.
2. Staged to Start is the amount of time both cars are staged to begin Auto Start countdown.
3. Total + Variance is the combined total of both "Stage Minimum" and "Staged to Start" plus the variable from both stage beams lit to tree activation.
4. Total Timeout is the total time from both cars pre-staged and one car staged to the tree being cycled.

The Auto Start system shall be in use at FIA Championship events.

15. COMPETITION INDEX CONTROL (CIC)

In attempt to control runaway Index situations in Competition Eliminator, CIC will be in effect at all events.

During Elimination's (not qualifying or time trials), any competitor undercutting their Index by more than 0.500seconds will have their Index adjusted by the excess of the 0.500seconds undercut for the following round of eliminations of the event.

During Elimination's, any competitor undercutting the class Index by more than 0.610seconds will cause the class Index to be permanently adjusted following the event as follows:

ET under Index	Adjustment of Index
0.610 - 0.619 seconds	0.01 seconds
0.620 - 0.629 seconds	0.02 seconds
0.630 - 0.639 seconds	0.03 seconds
0.640 - 0.649 seconds	0.04 seconds
0.650 - 0.709 seconds	0.05 seconds
0.710 - 0.719 seconds	0.06 seconds
0.720 - 0.729 seconds	0.07 seconds
0.730 - 0.739 seconds	0.08 seconds
0.740 - 0.749 seconds	0.09 seconds
> 0.750 seconds	0.10 seconds

In cases where two cars of the same class are paired, the race is conducted on a heads-up basis, regardless of any CIC considerations.

The current Competition Eliminator Indexes can be found at: <https://www.fia.com/regulation/category/101>