

Románia Arad , 2026. JÚLIUS 11.

SPECIÁLIS INFORMÁCIÓK
KIEGÉSZÍTÉS AZ ANGOL NYELVŰ KIÍRÁSHOZ

A VERSENY NEVE: Drag OB 5. futama

A VERSENY SZERVEZŐJE: RoDrag Racing Sports Club Association
Címe: Calea 6 Vanatori, no. 55
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A Rendezvény a Drag Országos Bajnokság alapkiírása szerint kerül megrendezésre

NEVEZÉSI ZÁRLAT: 2026. július. 11. 12:00 óra

NEVEZÉS.

Helyszínen

A VERSENY TISZTSÉGVISELŐI:

Felügyelő testület vezetője: Lajos Roland

Versenyigazgató: Vargyasi Zoltán

Vezető technikai ellenőr: Kohári Zoltán

Versenyorvos: Később kerül megnevezésre

Gyorsbeavatkozó szolgálat vezetője: Később kerül megnevezésre

PADDOCK KÖLTÖZÉS:

2026.07.11. 07:00 – tól

ADMINISZTRATÍV ÁTVÉTEL:

Helye: Arad Repülőtér vesenyiroda

Ideje: 2026. július 11. 08:00 – 12:00

TECHNIKAI GÉPÁTVÉTEL:

Helye: Arad Repülőtér depóban

Ideje: 2026. július 11. 08:00 – 12:00

VERSENYZŐI ELIGAZÍTÁS: (A RÉSZVÉTEL VALAMENNYI VERSENYZŐ RÉSZÉRE KÖTELEZŐ)

Helye: Arad repülőtér depó

Ideje: 2026.07.11. – 8:00

A VERSENYFUTAMOK TÁVJA 402,33 méter

A VERSENY IDŐTERVE:

A verseny egyszerűsített időtervét az 1. sz. melléklet tartalmazza:

2026. július 11. (Szombat)

Adminisztratív és technikai átvétel

2026. július 11. (Szombat)

Qvalifikáció 8-14 óra között

2026. július 11. (szombat)

Döntő futamok 16-18 óra között

2026. július 11. (Szombat)

Díjkiosztó 18:30

A FORDULÓK ÉRTÉKELÉSE: Drag Országos Bajnokság Alapkiírás 2026. szerint történik.

EGYEBEK:

1. A verseny lebonyolítása a Drag versenyek szabályai, valamint a mellékelt angol nyelvű kiírásban leírtak szerint történik.

2. Óvás ideje minden futam esetében az ideiglenes eredménylista kifüggesztése után 30 perc.

Óvás díja: Általános óvás esetén: MNASZ díjtételek szerint

Technikai óvás esetén: MNASZ díjtételek szerint

(valamint a Vezető Felügyelő által megállapított kaució befizetése)

Nemzetközi sorozatoknál az angol nyelvű kiírásban jelzett díjak.

3. A Rendező felhívja a figyelmet a nevezések időben történő leadására!
4. Zászlójelzések az FIA "H" függeléke szerint. A pályán az FIA által jóváhagyott, LED paneles jelzőrendszer került telepítésre. Bővebb információk a versenyzői eligazításon.
5. A rendezői kötelező reklámokra vonatkozóan az angol nyelvű kiírás előírásai érvényesek. A verseny rajtszáma felett és alatt, illetve a szélvédő csíkon elhelyezett reklám nem váltható meg, hiánya a rajtengedély megvonásával jár.
6. Ezúton szeretnénk felhívni figyelmeteket a biztosítás kérdésére. A licencdíjban foglalt biztosítás nem terjed ki a Magyarország területén kívüli rendezvényekre. A biztosítás díja 1650.-Ft/nap, melyet kérnénk a MNASZ számlaszámára, közlemény rovatban a versenyző, kísérők, rendezvény nevének feltüntetésével átutalni. (Kísérők részére a biztosítás díja: 825.-Ft/nap)
7. Kérünk Benneteket, hogy az angol nyelvű kiírást alaposan tanulmányozzátok át!
8. Eredmények, élő eredmények: www.dragracing.hu
9. Hivatalos hirdetőtábla: Helyszínen elektronikus formában

Budapest, 2026. Július 07.

A versenyt a Magyar Nemzeti Autósport Szövetség Drag Bizottsága a K-0598/2026.07.10. szám alatt hagyta jóvá.

Kohári Zoltán
Drag Bizottság vezetője

SPORTS REGULATION FRAMEWORK OF THE NATIONAL DRAG RACING CHAMPIONSHIP 2026 Edition

I. GENERAL PROVISIONS

1.1 Legislative Framework

The sport of Drag Racing in Romania is conducted in accordance with the Law on Physical Education and Sport No. 69/2000, as amended, and the provisions of the Statute of the Romanian Federation of Motorsport ("FRAS").

This Regulation for the organization and conduct of Drag Racing activities ("Regulation") is mandatory for all practitioners of motorsport in the field of Drag Racing and applies throughout Romania.

This Regulation details the system of organization, operation, and control of Drag Racing activities, establishing responsibilities, duties, and competencies, as well as other elements necessary for the optimal conduct of Drag Racing activities, in order to achieve the goals and objectives set out in the FRAS Statute.

1.2 Participation Rules

Only drivers who hold a CATEGORY B DRIVING LICENSE and a valid DRAG LICENSE for the current year, and who are registered for the respective event, may participate in the competition.

Following the Federal Council meeting on February 6, 2024, FRAS has decided that all competition vehicles participating in events under the auspices of FRAS will require an Electronic Technical Passport.

1.2.1 Obtaining a License:

The Pilot License is obtained through the organizer ACS RoDrag Racing (on the website www.rodtag.ro) or through the Sports Club to which the pilot is affiliated.

The documents required to obtain the License are:

- a. Copy of Identity Card / Passport;
- b. Copy of Driving License;
- c. ID-type photo;
- d. Medical certificate issued by a sports doctor for the current competition year, stating that the individual is "Fit for motorsport";
- e. Proof of payment of FRAS license fees;
- f. Individual medical insurance issued by FRAS;

*For athletes licensed by the organizer ACS RoDrag Racing, the fees for points "e" and "f" are paid exclusively online on the website www.rodtag.ro.

1.2.2 Competition Registration:

Registration for the competition is done exclusively ONLINE on the organizer's website.

To register for the event, the pilot must have a valid Drag License for the current year, obtained through the RoDrag organizer or through the Sports Club to which the pilot is affiliated.

One Time Drivers – One time event drivers participate in the final, but do not score points in the ranking.

- If a One Time event driver is in the TOP 8, he will NOT receive points. The points are NOT given to the next driver. Example: in a final of 8, Driver 1 (One Time) goes to the final with Driver 2. Driver 1 (One Time) wins the final. Driver 2 will benefit from 37 points. NOT 50!
- If a One Time driver sets a time or speed record in his group, the 5 points are NOT allocated to the next record of a driver who scores points in the ranking!

By signing the registration form, the competitor accepts the Terms and Conditions and this Regulation. Additionally, the competitor agrees NOT to be under the influence of alcohol or psychoactive substances during the competition. Competition referees have the right to check the competitor's condition at any time during the competition.

The competition vehicle must fit into one of the groups based on technical criteria.

If, during the competition or championship, the condition of the competition vehicle changes from that stated on the registration form (type, driver, supercharging, transmission) and no reevaluation and classification is requested, the competitor will be disqualified.

Registration in the championship can also be done with different cars – A driver is allowed to participate in one stage with one car and the next stage with another car (different number), even if he is in the same group. Points will be accumulated for the same driver. The same driver will NOT appear twice in the ranking. On the other hand, it IS FORBIDDEN to register with the same car, but with a different number IN THE SAME GROUP. There have been cases in the past where, after a driver moved to the next group following a run below the group limit, he tried to register the next stage with the same car, but with a different number in order to continue in the original group. This is FORBIDDEN.

1.2.3 Obtaining the Technical Passport:

The electronic technical passport is obtained by the athlete on the website fras.ro or through the club to which they are affiliated.

1.3 General Conduct of the Competition:

Starting area - Drivers or members of a driver's team are not allowed to stand in the starting area unless the car belonging to the respective staff is at the start and about to perform a run. After that, they are required to leave the starting area.

After the technical inspection of the vehicles, the races will begin with qualifying practice sessions, in which only drivers with a valid Drag License and registered for the competition may participate.

During practice sessions or races, the driver is required to wear an FIA-approved motorsport helmet and a seatbelt.

During qualifying, at least one valid timed run is required to advance to the finals. The top eight competitors with the best net times (ET) from each competition group will advance to the finals. In the head-to-head races during the finals, the winner is the one who crosses the finish line first after a regulation start. During the races, a photocell system will be in place at the start, which is triggered by each competitor after the green light of the traffic light is lit.

In the finals, the result of the competitor who has a false start or starts in the opposite direction of the competition track (in reverse) is automatically annulled, as signaled by the red light of the traffic light, and the opponent is declared the winner.

During the finals, if a competitor achieves a time lower than the group limit in which they are classified, they will be disqualified from the competition. Additionally, the start of any competitor whose vehicle moves after aligning in the STAGE sensor (indicated by the lighting of both Prestage and Stage indicators) and before the start of the Auto-start sequence is annulled.

From the moment of alignment in the Prestage sensor (indicated by the lighting of the Prestage indicator), drivers have a maximum of 5 seconds to align in the final position.

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

To prevent oil, coolant, or fuel spilling on the concrete/asphalt in the cold pit, the use of a hydrocarbon-resistant mat placed under the vehicle for the entire duration of the cold pit is mandatory.

The competition begins with the administrative and technical inspection of the competitors.

The active part of the competition track begins with qualifying, in which all registered competitors who meet the administrative and technical criteria may participate.

THE CONSUMPTION OF ALCOHOLIC BEVERAGES AND PSYCHOACTIVE SUBSTANCES IS PROHIBITED DURING THE COMPETITION! Random tests will be conducted on drivers!!! Violation of this rule will result in the suspension of the driver's license for the current competition year and a fine of 2000 lei.

1.3.1 Tire Warm-Up Area (Burnout Zone):

Competitors who wish to warm up their tires before the start must drive through water poured from a container installed by the organizer in this zone, after which, with wet tires, they perform a burnout, being directed and maneuvered by designated personnel from the organizing team, helping them reach an optimal temperature for a good start. Personnel designated in this zone must wear gloves, special shoes with metal toes, and hearing protection from the safety range. Only individuals designated by the organizer have access to this zone, respecting a certain perimeter.

Condition of the car at the start:

Any car present at the start must be clean and not leave any dirt on the track after a launch

(soil, mud, etc.). Failure to comply with this paragraph may lead to disqualification.

It is forbidden to mount components that are NOT properly positioned. There have been many cases in which various parts were found on the track that, with proper attachment, would not reach there.

No winter tires – the presence of a car equipped with winter tires at the start is not accepted.

All competitors must have their windows fully raised or lowered no more than 2 cm and seatbelts fastened at the start, and convertible cars must not race with the top down.

1.3.2 Schedule:

The competitions will take place according to the schedule in the Specific Competition Regulation. The organizer may modify the schedule depending on the competition conditions and the number of registered participants, and this must be displayed on an official board and announced over the microphone. Throughout the event, competitors will be able to see announcements from the organizer online on the website www.rodtag.ro or on the official WhatsApp group.

1.3.3 Qualifying:

Qualifying will take place according to the schedule in the Competition Regulation. Each competitor is entitled to at least one timed run.

Each competitor can only achieve qualifying times with the vehicle personally registered in the competition. Otherwise, the registration of the competitor and the vehicle in question will be annulled.

The organizer may provide separate qualifying periods for the PRO category, during which only competitors from this category are allowed to start.

During qualifying, competitors from any group and category may line up at the start as many times as they wish, in any combination of pairs. The organizer may impose a limit on the number of qualifying runs.

Races in which go-karts, motorcycles, or quads compete with cars are not allowed unless expressly agreed by the organizer.

Only one tire warm-up attempt (in the dedicated burnout zone) is allowed before entering the competition track surface, and repetitions of this maneuver will be penalized.

1.3.4 Competition Finals:

A pilot is allowed to beat his BEST TIME in the finals as long as he respects the group limit.

The finals will take place according to the table of 8 competitors, meaning the top 8 ranked competitors from

each group based on the best net time obtained in qualifying will compete. The races are elimination-style, with the winner being the one who achieves a better gross time (reaction time plus net time).

Alignment in the Finals will be done as follows:

Drivers will be called by the referees to align in the Prestage sensors. When both are aligned in Prestage, the referee will allow them to align in the Stage sensors, after which the traffic light will start automatically, changing color to yellow and then green or red, depending on the alignment in Stage or departure before green. If one of the drivers aligns in Stage without waiting for the referee's signal, they will be sent back and must realign correctly in Prestage. If a driver does not align in Stage at the referee's signal and attempts to delay the alignment to the disadvantage of the other correctly aligned competitor waiting for the start, they will be disqualified.

Since reaction time counts for winning the race, it may happen that the better net time and speed are achieved by the loser. In this case, if a time or speed record is set, it is valid, even if the reaction time was worse.

The finals may take place with or without the designation of a warm-up zone, according to the Competition Regulation. If such a zone exists, the finals will begin by calling the competitors. Competitors who do not present themselves at the call and do not align in the warm-up zone lose the right to enter the finals. Their place in the starting grid remains empty, but they retain the points obtained through qualifying in the PRO category. If qualified competitors do not present themselves at the start, the finals will take place respecting the table of 8 and using the "bye" race system, mandatory for all categories. If the number of registered competitors in a group is less than 8, the races will take place based on the rules of the incomplete table.

1.3.5 Qualifying Table for Finals:

The word « DISQUALIFIED » - Both in the first round and last season, there was confusion about this word. Being disqualified (for various reasons such as wrong alignment, early start, crossing the group limit, etc.) means that the competitor has lost that race. It does NOT mean that the progress up to the point where the competitor is disqualified will be cancelled. • An example: In a final of 8 competitors in the Entry Group (12.5 group), Driver 1 wins the first 2 races, and reaches the final with Driver 2. Driver 1 in the final with Driver 2 goes 12.4 (or aligns incorrectly or makes an early start). Driver 1 is DISQUALIFIED. Translated: He loses the final and will take 2nd Place. He IS NOT COMPLETELY DISQUALIFIED from the entire final. He reached the final in a correct way and according to the regulations.

1.3.5.1 Full Table of 8 Competitors:

The qualifications will take place in group order!

The race pairs are formed as follows, in each group: 1-8, 2-7, 3-6, 4-5. The quarter-finalists are those who advance after the round of 16. The winner of the 1-8 pair competes with the winner of the 4-5 pair, and the winner of the 2-7 pair competes with the winner of the 3-6 pair. Further, the winners of these races will constitute the finalists. The 3rd place is decided based on the gross time obtained in the quarter-finals.

A Bye race is a race in which the competitor starts alone. In this case, to advance or win the race, a regulation start and arrival at the finish line are required.

BYE Races – Each driver is required to have a bye race. And the time in the BYE race counts for the next race when choosing the lane.

Lane Choice – The driver with the best time IN THE PREVIOUS RACE will choose his lane. This means that

in a final of 8 for example, in the quarters, the lane will be chosen based on the best time in the qualifications, in the semi-finals based on the time in the quarters. And in the finals, based on the time in the semi-finals.

- The best example would be in a final of 8: Driver 1 has 2 races with other competitors and reaches the final. Driver 2 only has BYE races and reaches the final. Driver 2 must have a bye race each time. It is the driver's decision whether to give some time to compete in the

lane selection, or to save the car, but then he will lose the right to choose the lane

(because he will have a much longer time than Driver 1)

- The time based on which it is decided who chooses his lane, does NOT include the reaction time.

It is only the time of the car from the start to the completion of the 402m!

If the table of 8 is incomplete, the finals will take place according to the following rules:

1.3.5.2 Table of 7 Competitors:

1-bye, 2-7, 3-6, 4-5. The quarter-finalists are those who advance after the round of 16. The 1st ranked competitor will compete with the winner of the 4-5 pair, and the winner of the 2-7 pair will compete with the winner of the 3-6 pair. Further, the winners of these races will constitute the finalists. The 3rd place is decided based on the gross time obtained in the quarter-finals.

1.3.5.3 Table of 6 Competitors:

1-6, 2-5, 3-4. The quarter-finalists are those who advance after the round of 16.

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

1.3.5.4 Table of 5 Competitors:

1-bye, 3-4, 2-5. The quarter-finalists are those who advance after the round of 16. The 1st ranked competitor competes with the winner of the 3-4 pair, and the winner of the 2-5 pair goes to the "bye" race. The winners of these two races will go to the final, with the 3rd place being awarded to the competitor eliminated in the quarter-finals.

1.3.5.5 Table of 4 Competitors:

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

1.3.5.6 Table 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 better qualifying position.

A competitor who does not present themselves at the start line within 1 minute after being called is disqualified. In case of force majeure, the competition director may extend the waiting time.

During the finals, the top 8 vehicles with the best times on the competition day, regardless of group, except for Dragster-type vehicles, may participate in an absolute final called the Super Final. The points obtained in this final constitute the basis for obtaining the annual absolute championship title. The conduct and scoring of this final correspond to those of a regular final.

In this final, mere participation does not score points.

1.3.6 Scoring:

1.3.6.1 Scoring in the PRO and SEMI-PRO Categories:

The scoring system is as follows:

Locul	Puncte
1	20
2	17
3	15
4	13
5	10
6	7
7	5
8	3

Se mai pot acumula puncte in cadrul concursului astfel:

Descriere Puncte

Record de timp pe etapa	– 5
Record de timp pe categorie	– 5
Record de viteza	– 5
Pentru fiecare victorie in finale	– 10

The competitor receives points as above.

Determining podium/ranking positions: There are multiple scenarios in which a competitor can reach the finals:

- In the quarterfinals (5th-8th places), determining a place that receives points is done according to the best time from the first round of the finals, NOT according to the best time from the qualifications!
- Pilot present at the start VS Pilot who is NOT present at the start (BYE). – In the event that a podium or ranking position must be decided between 2 pilots, the Pilot present at the start has the advantage HOW TIME MAKES A VALID RUN. If the Pilot present at the start does NOT make a valid run (early start), goes below the group limit or lines up incorrectly, the tiebreaker between the 2 pilots will be made according to the best time in the qualifications!• Example 1: In the quarter-finals, Pilot 1 with the best time 12.6 cannot be present at the start in the race with Pilot 2 (basically Pilot 2 has the BYE race). Pilot 3 with the best time 12.7 is present in the race with Pilot 4, but makes an early start (takes red). Pilot 1 will be in front of Pilot 3 in the standings because he has the best time of 12.6 compared to 12.7 from Pilot 3. • Example 2: In the quarter-finals, Pilot 1 with the best time 12.6 cannot be present at the start in the race with Pilot 2 (basically Pilot 2 has the BYE race). Pilot 3 with the best time 12.7 is present in the race with Pilot 4. 4 and makes a valid run, but loses the race.

Driver 3 will be ahead of Driver 1 in the standings because he was present at the start and made a valid run.

The 3rd place is decided based on the best gross time obtained in the semi-finals.

In the championship, the pilot scores points (if during the championship, a pilot changes the vehicle, returning with another that fits into the same group, the points will continue to accumulate without being reset to zero), but they are obliged to notify the technical commission of the vehicle change, and this fact must be recorded in the pilot's file.

Reference for records are the data obtained at the first 402 m competition of the respective season. Records obtained at the first competition are already scored.

On the competition day, points are awarded for each new time record per category and not personal records. If multiple time records are set in the same category, only the best record is scored.

In groups where the table of 8 competitors is incomplete, competitors are scored as if the table were complete, meaning they will receive points for victories in unrun races.

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

1.3.6.2 Annual Cumulative Championship Scoring:

In 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 made based on the last result obtained in a direct confrontation, and if this still does not resolve the tie, then the better position obtained in the last race is decisive.

The top three ranked competitors in the annual championship group will be awarded. The organizer may offer special prizes for the championship awardees.

1.3.6.3 Awards:

At all competitions, competitors ranked in the top three positions in each group will be awarded. If there are 4 or fewer registered competitors in a group, the organizer may award only 1st place.

1.3.6.4 Awards at Each Competition:

The awards ceremony will take place immediately after the competition ends.

1.3.6.5 End-of-Season Awards:

The awards ceremony will take place on a date communicated to the public after the end of the competition season. The awardees will be individually notified of the location and date of the awards ceremony.

To score points in the final standings, a driver needs at least 2 participations (different stages). It can be in a different group / different car / etc.

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

The minimum number of participants in a group to be awarded is at least 6 participants during a competition year. Groups with fewer than 6 participants during a year will not be awarded.

1.3.7 Protests:

Protests are submitted in writing to the competition director, in a timely manner (maximum 15 minutes from their discovery) to be processed and resolved.

The protest fee is 500 lei. The protested party is obliged to present themselves for technical inspection immediately after the race in the designated closed parking area. If the inspection cannot be performed on-site, the Technical Commission will decide how to proceed with the technical inspection of the parameters in question.

If the protest is justified, all fees are returned to the protester, with the payment being the responsibility of the protested party.

The arbitration of the protest will be done by the competition director.

Any complaint DURING THE STAGE must be escalated to the main staff in the first phase (Lucian Pavel, Silviu Ghita) – There is a habit that many complaints related to certain races and not only to be discussed directly with people from the timing staff. Including during the finals which can lead to the distraction of the timing staff, implicitly other mistakes during the running of the finals. Any complaint is discussed with the main staff in the first phase and they later decide if a representative from the timing staff is needed.

Appeal period:

For competitor complaints, the limit: one hour before the start of the finals.

For the ranking, 7 days from the update.

Any protest can be based on a single argument.

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

In the case of protests that can be arbitrated administratively, i.e., with the naked eye, without requiring mechanical intervention, there are no fees or deposits.

1.4 Categories

1.4.1 General Rules of the SEMI-PRO (STREET) Category:

Vehicles that fall into the SEMI-PRO category are those that were produced in series and can/could be purchased commercially.

On Semi-pro (STREET) class cars, the fuel tank must be located only in the original position established by the manufacturer. It may be made of a material other than the one used for manufacturing (e.g. aluminum or other metal), provided that the applicable technical and safety requirements are met. Mounting the tank in other locations is FORBIDDEN!

The Surge Tank is only accepted if it has a MAXIMUM 5L capacity, must be SEALED and has NO filler hole.

The vehicle may be equipped with the original engine or another engine than the factory one, provided that the engine layout corresponds to the original, i.e., longitudinal or transverse, respecting the safety standards imposed by the organizer, and the location is the same (front/central/rear).

Modification of the engine, exhaust system, and transmission is allowed (except for vehicles with structural modifications to adapt the transmission system).

The exhaust system must be in a factory-provided location (it must not end halfway through the vehicle or exit through the side near the sill).

All diesel vehicles with VISIBLE smoke emissions (rule valid for all competitors) must use an exhaust tip oriented upwards to prevent contamination of the competition surface. The tips can be made of silicone elbows fixed with alloy clamps or metal clamps to prevent damage. Other materials may be used, but they must respect their function.

Fenders may be modified to fit DOT tires with no maximum width limit. Fenders will not be widened for functionality only, but will also look good on the car. (For example: a car with platform fenders will not be accepted in the Semi-Pro class.)

It is forbidden for the tires to exceed the limit of the fenders or to touch any element of the bodywork.

Body kits such as Pandem, Rocket Bunny, Feloni will be classified as SEMI-PRO (STREET) from 2025.

Fender modification means: rolling, overfender, flaring (from fiber, sheet metal).

Lightening the vehicle is allowed by replacing a single metal body element (trunk, hood). Non-structural interior elements (rear seat + passenger seat) may be removed. Windows CANNOT be replaced with polycarbonate ones, except for the rear window, which can be made of polycarbonate with a minimum thickness of 3mm, when the hatch is made of fiber, all factory equipment must exist and be functional (headlights, taillights, turn signals, etc.).

Fender modification is not considered body lightening.

The window raising/lowering mechanism must be FUNCTIONAL.

The replacement of seats with special racing seats, secured either in the original system or only in one that is homologated (whether for the driver's seat or the passenger's seat), is allowed and will not be considered as a modification. ONLY seats that have been FIA homologated are accepted. Also, seat belts must be FIA homologated. Seats and seat belts with expired validity are allowed, but proof must be provided that they were FIA homologated.

Seats and seat belts showing excessive wear will not pass inspection, even if they have/held valid homologation.

Removal of the spare wheel and accessories (jack, handle) is allowed and will not be considered a modification.

The use of "skinny spare" type wheels on either axle is not allowed.

Only automotive wheels and tires are permitted.

The use of a motorsport helmet + neck collar (which must be securely fastened, not just placed on the head) is mandatory. In addition, the helmet must also have FIA homologation, which is mandatory for vehicles equipped with RollCage or Half-Cage systems and recommended for vehicles WITHOUT a roll cage or half-cage.

It is allowed to use air induction through the headlight, as long as it does not lose functionality (turn signals/low beam), as long as the disabled beam function of that headlight works in the other one. (excluding headlights that have both the low and high beams on the same bulb). The induction must be commercially available (no improvisations are allowed).

In the SEMI-PRO Category, for vehicles that have achieved overall times under ET - 9.5sec, EXCEPT for cars with a monocoque chassis, one of the following conditions must be met:

- A) The car must be equipped with a homologated Half-Cage system + FIA homologated seat (valid or expired) + FIA homologated seat mountings (rails + frame) on the model of the car. OR**
- B) The car must be equipped with a FIA homologated HEAD PROTECTION seat, FIA homologated rails and supports, FIA homologated helmet, and HANS system with FIA homologated seat belts.**

For vehicles with a monocoque chassis, an FIA homologated helmet and Simpson Hybrid Hans device are required.

In the SEMI-PRO groups, the use of nitrous oxide (NOS) is allowed, respecting the measures imposed in APPENDIX 1.

The vehicle must have the original fuel tank installed in its original location.

A tow hook in the front bar is mandatory (in case the car is stopped on the track due to a malfunction, so it can be quickly removed by the organizer), but it must be properly threaded all the way in.

If the vehicle does not meet any of the above requirements, it will be placed in the appropriate PRO group.

If the battery has been relocated from its original position, a fastening system similar to the original must be used, with an additional metal strap positioned over the battery.

1.4.2 General Rules of the PRO Category

In the EV category, Hybrids are no longer included. The EV group will be made ONLY between 10.5 and 9.5. Below 9.5, it is transferred to the Extreme group.

Modification of the engine, transmission, and exhaust system is allowed, and the engine may be equipped with forced induction systems (supercharging). The exhaust system must, in all cases, expel gases outside the body perimeter to prevent their entry into the cabin or under the hood.

The engine may be placed anywhere and does not need to correspond to the original brand, for example, using a Ford engine on a Renault chassis is permitted. The engine must be separated from the cabin/driver's seat by a solid barrier. If the engine is relocated and the firewall can no longer fulfill its role, the use of at least the following protective materials is required: the engine and transmission system (gearbox, driveshaft, differential) must be separated from the driver by a shield of at least 2mm thick steel or 4mm thick Kevlar/carbon.

The cabin must be constructed in such a way that there are no openings to the ground of any kind, with complete insulation ensured as needed by installing additional panels.

No open openings in the firewall towards the engine compartment are allowed.

No pipes (except those of the original heating system) carrying dangerous liquids for the driver in case of an accident (coolant, engine oil, transmission oil) may pass through the cabin. If such a pipe must pass through the cabin, it must be enclosed in a protective tube or tunnel along the entire length of the cabin (exception: multi-layer hoses homologated for motorsport, which are considered protected).

It is recommended to install an aluminum or composite shield under the engine to prevent or reduce fluid spills on the track in case of technical failures.

Hiding oil or other fluid leaks using unapproved absorbent materials (sponge, cloth, etc.) is prohibited.

If the engine's transmission uses a chain, it must be protected by a steel guard of at least 2mm thickness to prevent entanglement or engagement of foreign objects.

The water radiator may be of any type or capacity. It may be placed anywhere outside the cabin.

The fuel, oil, or coolant tank must be insulated with fireproof walls from the cabin in such a way that in case of spillage, leakage, or failure of the tank, the liquid does not enter the cabin, under the hood, or onto the exhaust system.

The fuel tank cap must not protrude outside the body and must close tightly.

It is mandatory to display the type of fuel used by applying stickers as per the annex. The stickers will be provided free of charge during the technical inspection.

Lightening the body is allowed, replacing body elements with fiberglass, carbon, etc.

All diesel vehicles with VISIBLE smoke emissions (rule valid for all competitors) must use an exhaust tip oriented upwards to prevent contamination of the competition surface.

PRO category vehicles recording times below 9.0 seconds must have a fire suppression system with onboard activation, INSTALLED AS PER ANNEX 1.

IT IS MANDATORY that Exhaust systems ending on the side of the vehicle must be equipped with an X or have their orientation changed to the vertical plane to prevent accidents caused by failures (e.g., turbine shaft exiting through the exhaust, which can cause serious injuries).

A Roll Cage becomes mandatory in the following cases:

- a. Relocation of the engine
- b. Transmission conversions (vehicles with structural modifications to the body will be classified in the PRO category); example: cuts, welds, additions, construction of a driveshaft tunnel, improvisations.
- c. Doors or roof made of fiberglass, carbon, or any other material other than the one with which the vehicle was originally equipped.
- d. All vehicles with a Roll Cage must have specific protections in the area of possible impact with the helmet.
- e. Vehicles in the PRO categories benefiting from structural lightening deemed unsafe by the technical commission during vehicle inspection must be equipped with a roll cage.

The minimum structure of the roll cage is detailed in ANNEX 1 and consists of the following:

- a. The main hoop must be located no more than 10 cm from the driver's head and must be fixed to the chassis or rear shock absorber mount.
- b. The braces must form an angle of at least 30 degrees from the vertical, must be oriented towards the rear, must be straight, and must be as well fixed as possible to the inner side plates of the body. The braces must be fixed near the roofline, respectively in the upper-outer curves of the main hoop on both sides.
- c. A diagonal element (cross-brace) is required to rigidize either the main hoop or the braces between them. The upper part of the diagonal element must be fixed no more than 100mm from the junction point of the main hoop with the brace. The minimum dimensions for the tubes used will be 38x2.5 or 40x2 mm, cold-rolled steel tube, with a minimum tensile strength of 350 N/mm².

- d. The fixing points on the body of the tubes must be reinforced with steel plates of at least 3mm thickness, with a minimum surface area of 120cm², welded to the body.
- e. The roll cage supports must be fixed with at least 3 hexagonal or similar bolts with a minimum diameter of 8mm (with a minimum quality of 10.9 according to ISO standards).
- f. The bolts must be either self-locking or provided with washers. These are the minimum fixing requirements; the number of bolts may be increased or the roll cage may be welded to the chassis.

All body elements, including side windows and rear window, may be made of polycarbonate with a minimum thickness of 3mm. The windshield may be the original or replaced with one made only of Lexan or Makrolon with a minimum thickness of 5mm. In the case of Lexan or Makrolon windshields, they require an additional central fixing on the inside. Polycarbonate/Makrolon elements must be fixed with screws, pop rivets, AND glued (NOT self-tapping).

Vehicles with windshields damaged to the extent that they impair visibility or present risks of further damage during the competition will be rejected.

The use of specially constructed thin wheels for drag racing that withstand high speeds is allowed.

In the PRO group, the use of a motorsport suit with mandatory homologation (valid or expired) is required. Additionally, the use of gloves and boots homologated by the FIA is mandatory. Suits, gloves, boots, seats, and seatbelts with expired validity are allowed, but they must be presented at the technical inspection, and proof of SFI/FIA homologation must be provided.

All drivers in the PRO class whose vehicles record times below 9.0 seconds are required to use a HANS system.

Seatbelts and seats must be fixed in the original system or only in a homologated one or made according to the annex. These must have or have had FIA homologation.

Batteries that have been relocated from the original fixing system must be fixed and secured with a fixing system as per ANNEX 1.

In the PRO groups, for vehicles that do NOT have the original electrical installations (except for the relocation of the battery), the installation of a general FIA electric switch with INTERNAL AND EXTERNAL activation is mandatory, which, when activated, must interrupt the electrical supply to all vehicle components and stop the engine.

In the PRO groups, the installation of panels in place of door skins is mandatory (valid for vehicles from which the door skins have been removed).

All vehicles entered in the competition must use one of the following options for the crankcase ventilation system:

- a. The original system in working condition, unmodified, as provided by the manufacturer.
- b. A closed system with recirculation into the intake, to which it is recommended to add a "catch tank" on the route between the crankcase and the intake.
- c. An atmospheric ventilation system with a "catch tank" and air filters for the outlet.

It is recommended to use a catch tank with an internal volume of at least 2L, and the hoses must be made of material resistant to the oils, fuel, and temperature of the engine. For atmospheric systems, it is

recommended to position the ventilation in such a way that no liquids spill onto the tire area in the event of a failure.

In the PRO groups, for vehicles with a modified steering system (components or assembly), these must come from production vehicles or be made up of homologated components.

SemiPro (STREET)

ENTRY - In this group, ALL street cars, which have a time $\geq 12.50s$, are included

BEGINNER - In this group, ALL street cars, which have a time $< 12.50s$ BUT $\geq 11.50s$, are included

ADVANCED - In this group, ALL street cars, which have a time $< 11.50s$ BUT $\geq 10.50s$, are included

FWD – In this group, ALL street cars with FRONT wheel drive (Diesel and Petrol) $< 10.50s$, are included

RWD - In this group, ALL street cars with REAR wheel drive (Diesel and Petrol) $< 10.50s$, are included

AWD - In this group, ALL street cars with ALL-WHEEL wheel drive (Petrol ONLY) $< 10.50s$

AWD Diesel - In this group, ALL street cars with ALL-WHEEL wheel drive (Petrol ONLY) $< 10.50s$ Diesel $< 10.50s$

EV + Hybrid - In this group, ALL street cars, Electric, Hybrid or Plug-in Hybrid are included

In the EV category, Hybrids are no longer included. The EV group will be made ONLY between 10.5s and 9.5s. Below 9.5s, it is transferred to the Extreme group.

EXTREME - In this group, ALL street cars mentioned above, which have a time $< 9.50s$, fall into this group

Pro (PROFI)

PRO-FWD – In this group, ALL Profi cars with FRONT wheel drive (Diesel and Gasoline) fall into this group

PRO-RWD – In this group, ALL Profi cars with REAR wheel drive (Diesel and Gasoline) fall into this group

PRO-AWD – In this group, ALL Profi cars with ALL-WHEEL wheel drive (Diesel and Gasoline) fall into this group

PRO-EXTREME – In this group, ALL cars with a time $< 8.00s$ fall into this group

Pro Extreme drops from under 8.5 to under 8.0s.

1.6 ADMINISTRATIVE AND TECHNICAL INSPECTION:

The administrative and technical inspection will take place before entering the staging area, based on the Event Regulations, with the vehicle placed in a designated lane for technical inspection. The technical inspection will occur the day before the event. The time interval is specified for each stage.

Vehicles must present themselves to the technical committee in race-ready condition (washed, started, and drivable), allowing access to both the interior and exterior of the vehicle for inspection.

After the technical inspection, no modifications are allowed on the vehicles except for tire replacement with tires that meet the same specifications (with DOT or without DOT) or ECU reprogramming. If any other modifications are made, the competitor must re-present the vehicle for technical inspection, even if it is only to remedy defects by changing parts. Failure to appear for a new inspection may result in disqualification.

Vehicles that fail the technical inspection can undergo a re-inspection after the issues are corrected.

During and after the technical inspection, the vehicle must display the race number at all times. Starting without the race number will result in disqualification. Loss of the race number must be reported immediately.

The competitor's race equipment specific to each class must be presented at the time of technical inspection.

It is prohibited for competitors or vehicles that have not passed the administrative and technical inspection and have not received authorization to participate to enter the race track.

1.7 RACE TRACK

The race track for Drag Racing must meet the following requirements:

It must consist of two parallel lanes with a perfectly flat surface, at least 15 meters wide and at least 1000 meters long from the starting point. The track must be separated from the spectator area by a concrete wall, fences, or a double cordon with at least 10 meters between the cordons, and at least one metal cordon on the inside.

If water flows on the track, the pilot is warned and on the 2nd offense he is disqualified. (Pay attention to the ice tanks and the intercooler cooling). The fuel/oil cooling tanks must be closed SEALINGLY.

A turnaround lane must be provided after the finish line, at least as long as the racing distance.

Race Distance:

For all categories, the race distance is either a 1/4 mile (402.33m) or 1/8 mile (201.16m) in some races, depending on the Event Regulations.

Race Lanes:

Races always allow two competitors to start. The two race lanes start together, but the timing is independent. Competitors may start not only in pairs but also individually. In the finals, if there is a "bye" run, the competitor is required to make a proper solo run. Crossing the line or touching the separation line between lanes, or going over the track's boundary line, will result in the disqualification of the run for the involved Competitor.

In the unfortunate event of an accident between 2 cars, liability is individual. Each driver is responsible for his car and for any damage.

1.7.1 Timing:

At each measurement point, the results are accurate to one-thousandth of a second.

The net time measurement is triggered by the unlocking of the stage beam (2) or the interruption of the guard beam (3). For net time timing, a proper start is required, meaning a positive reaction time.

The reaction time is measured from when the green light on the starting lights turns on until the start of net time measurement.

The gross time is the sum of net time and reaction time.

The organizer may measure partial times at various points on the track, such as at the halfway point, at 330 feet, 660 feet, or 1000 feet.

1.7.2 Starting Lights:

The starting lights provide the necessary functions for lane alignment and proper timing of the start. The sequence of lights gives information about when the competitor can enter the starting area and whether they have stopped in the correct position. Based on the successive lighting of the lights, the green light will signal the start. The red light indicates an incorrect start (false start or starting in reverse). The green light also signals the winner of the race.

1.7.3 Photocells:

There are at least six photocells on each race lane that detect the position of the vehicle at each measurement point. They are arranged as follows:

Three photocells at the start: pre-stage (1), stage (2), and guard beam (3). These three points detect the competitor's position at the start, an incorrect start, and trigger the timing and reaction time measurement.

One photocell at 60 feet.

One photocell at the finish line (at 1/4 or 1/8 mile).

One photocell 20 meters before the finish line, for measuring the finish speed. The speed value is the average speed over the last 20 meters.

1.8 Restrictions and Fines:

The speed limit on the return lane is 40 km/h, but the organizer may set lower values for safety. Disciplinary driving (such as stunts, slalom, drifting, burnout, or unnecessary stops) is mandatory on the return lane.

Exceeding the speed limit or undisciplined behavior (driving fast through the staging area, burnout, doughnuts, setting launch control) will lead to disqualification, exclusion from the staging area, and a 2000 RON fine.

Competitors are required to wear a jumpsuit and closed shoes (NO FLIPPERS) Including the Semi Prop - Street category.

Inappropriate behavior from drivers, unsporting attitudes (vulgar language, insults, threats, failure to follow organizers' instructions), and excessive alcohol consumption will not be tolerated.

In case of disqualification from the event or from the race area, no entry or participation fee will be refunded.

Do not allow liquids to spill on the concrete surface! Immediately remove the vehicle to the grass!

If the racing track is contaminated with oil due to mechanical issues in the staging area, notify the organizers immediately.

The fine for not following this rule is 1000 RON!

1.9 Liability

The organizer, event officials, employees, and their representatives are not liable for material damages caused in the staging area or on the track (e.g., skidding, collisions) or for injuries caused by competitors to third parties, either individually or in groups.

The organizer is not responsible for equipment or items left unattended in the staging area.

Disciplinary violations – Any disciplinary violation will be analyzed by a dedicated committee that will decide on the measures applied.

1.10 Restrictions on Advertising Materials

People attending the event with photo/video equipment (in the starting area or on the track) must contact the organizer and request the RoDRAG logo to apply to their photo/video digital materials before posting them online (e.g., YouTube, Facebook, Instagram, Vimeo, or any other website).

The organizer forbids the placement of any advertisements in the staging area or on the race track without prior consent. Exceptions apply to ads displayed on vehicles, race cars, or competitor and mechanic equipment.

If the organizer observes unauthorized ads, they will order their immediate removal. Advertising may be allowed through an agreement with the organizer, provided it does not conflict with existing or pending advertising or sponsorship contracts.

1.11 Other Provisions

Participation in the event is at the participant's own risk.

Collisions with track equipment, unless caused by technical problems (including timing equipment failures), will lead to immediate disqualification and the driver being responsible for all damages caused to the organizer.

The maximum speed allowed across the entire event area is 15 km/h, except in the active race track area.

Competitors must return to the staging area immediately after completing the race distance, respecting the maximum allowed speed.

Competitors must park their vehicles in such a way that they do not obstruct other competitors arriving behind them and must allow free movement across the entire staging area.

Competitors must comply with the Event Regulations and the General Regulations.

For further clarifications and suggestions, visit RoDRAG.ro.

Annex 1 of the RoDRAG Regulations 2025

1. Seat Supports:

a. They must be fixed to the vehicle body at a minimum of 4 points for each seat, using bolts with at least M8 size and hardness of 8.8. The use of the original mounting points provided by the vehicle manufacturer is allowed only if these points are in good condition (no wear, deformation, cracks, etc.) and have not been modified (worn down, widened, etc.).

b. Seat mounts directly made on the chassis/body must comply with FIG 1.1.

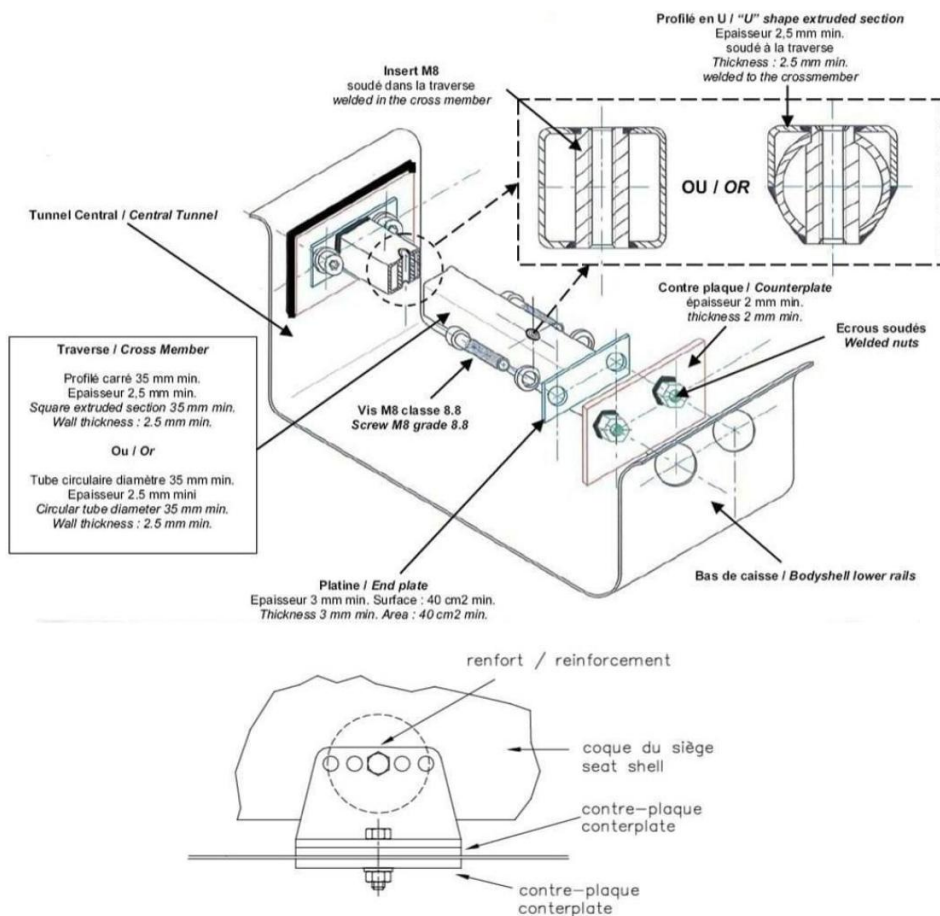


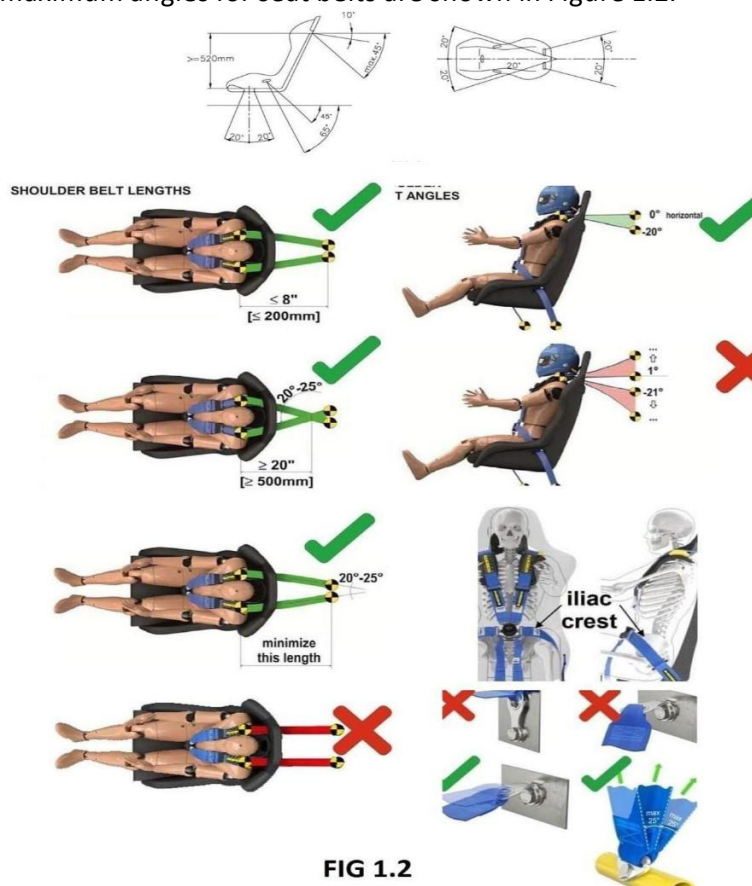
Fig 1.1

- c. The contact surface for EACH mount attached to the chassis/body must be at least 40 cm², and the longitudinal side (parallel to the "threshold") must be at least 6 cm.
- d. All components used to create the seat supports must be made of steel with a minimum thickness of 3 mm or aluminum with a minimum thickness of 6 mm. If the body is made of aluminum/titanium/composite, the counterplate must be made from the same material as the body. For steel bodies/chassis, bolts may be replaced with a welding seam between the counterplate and the body/chassis.
- e. If risers are used for the seat/support, they must be made from the same materials used for the rest of the support and have a rectangular section with a minimum side of 35 mm and a thickness corresponding to the chosen material (3 mm for steel and 6 mm for aluminum).
- f. Any atypical mounting system (which does not follow the standards and shape from Figure 1.1) deemed unsafe by the technical committee must be remedied/replaced to allow the vehicle to register for the competition.

2. Seat Belts:

a. Seat belts must not be mounted to the seat or the seat support! The only case in which seat belts can be attached to the seat is when the original mounting provided by the vehicle manufacturer is used, in conjunction with the original seat mounts.

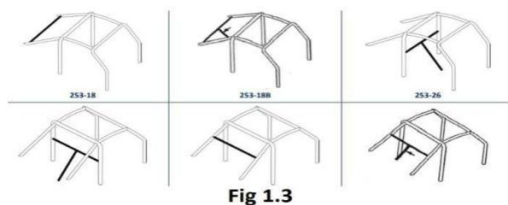
b. The maximum angles for seat belts are shown in Figure 1.2.



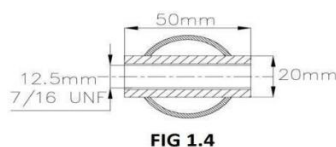
c. Participation is prohibited if the rear angle of the seat belt exceeds 45° in any direction.

d. The lap belts and the belts for the 5th/6th point must pass through the seat (through the holes provided by the seat manufacturer), NOT OVER the seat, in such a way that they tighten the pelvic area of the driver, not the abdominal area, without intersecting the outer edges of the seat.

e. Mounting points for seat belts on the roll cage are allowed, as shown in Figure 1.3, with the condition that the transversal seat belt mount must be made from round tubing, with a tensile strength of at least 355 N/mm², with minimum dimensions (diameter x thickness) of 38 mm x 2.5 mm or 40 mm x 2 mm.



f. The attachment on the roll cage with bolts must be done as shown in Figure 1.4, following the specified dimensions.



3. Fuel Reservoir / Cooling Fluid / Catch Tank:

a. The fuel tank must be equipped with a vapor ventilation system outside the cockpit.

b. All tanks must be positioned in such a way that they prevent liquid leakage onto the tires.

c. It is recommended to install a Catch Tank for the transmission on all vehicles that record times under 10 seconds.

d. It is recommended to replace the OEM coolant with distilled water. The use of non-glycol cooling additives is allowed.

- e. Aftermarket fuel tanks must be secured to the chassis/body using metal systems (steel or aluminum) with a minimum thickness of 1mm for steel and 2mm for aluminum. The fixings must be made using at least M8 bolts with a hardness of 8.8.
- f. Fuel lines must be assembled correctly using metal clamps, “AN” fittings, certified hydraulic fittings, or OE fittings for the respective vehicle. The lines must be chosen according to the type of fuel used. Vehicles that use gasoline with diesel lines or alcohol with untreated metal lines, etc., are not accepted.
- g. Fuel/cooling fluid lines / catch tanks may not pass through engine mounting points (mounting blocks, lifting eyes, hooks, etc.), and must be secured to the bodywork properly to prevent movement or vibration during engine operation.
- h. It is prohibited to pass lines between the roll cage and the side elements of the body (sills, side pillars).
- i. Fuel lines, fuel vapor recovery lines, and catch tank lines must not pass within 10cm of the exhaust manifold, and must avoid areas near fans, the distribution mechanism, or the transmission. The catch tank should not be placed near the exhaust.
- j. Vehicles with oil, coolant, or fuel leaks are not allowed to participate in the competition.

4. Fire Extinguisher System:

- a. Must comply with the regulations stated in FIA Annex – Appendix J – Art. 253.
- b. It is prohibited to pass lines through the roll cage and the side elements of the bodywork.
- c. The positioning of the fire extinguisher nozzles in the engine compartment must be such that when the system is activated, the extinguishing agent will reach the fuel ramps and exhaust manifold(s). For turbo vehicles, a dedicated nozzle must be installed near the turbocharger.

5. Bodywork / Chassis / Wheels:

- a. All bodywork elements must be properly secured using OE, motorsport, or bolt fasteners. The use of self-tapping/self-drilling screws is prohibited for securing any bodywork element, regardless of its type.
- b. The doors must be able to open from both the inside and the outside at any point during the competition.
- c. Any open holes or openings in the fire wall leading to the engine compartment are prohibited.
- d. A minimum distance of 5cm is recommended between the roll cage and the driver’s helmet.

e. For RWD and AWD vehicles recording times under 9 seconds, it is recommended to secure the driveshaft with a “driveline loop” as shown in Figure 1.5.

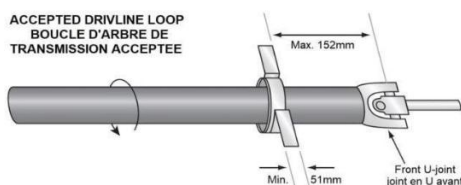


FIG 1.5

- f. If bodywork elements detach from the vehicle during the race, the driver must prove their secure attachment and present a solution for repair to an official before performing another run.
- g. In the case of using overfenders, the original fender must be modified so that there is no risk of cutting the tire in the event of contact with the inner bodywork.
- h. Rigid brake lines must be fixed to the bodywork, and the connections to the brake calipers / solid axle must be made with flexible brake lines (not hydraulic hoses or improvisations).
- i. The pedal assembly must be rigidly fixed to the chassis/bodywork, without allowing lateral movement of the pedals.
- j. The use of handmade modified wheels (narrowed or widened) is prohibited.
- k. Vehicles with worn or damaged tires are not allowed to participate in the competition.
- l. Vehicles with missing wheel nuts/bolts are not allowed to participate in the competition.
- m. Vehicles with exhaust systems exiting the side of the bodywork must use a “Bullhorn” type termination, so that the direction of the exhaust gases is at least 60° from horizontal (pointing upwards).

6. Electrical System:

- a. Any control unit (ECU, TCU, VCU, etc.), gauge, or display must be properly secured. Loose gauges on the dashboard, an ECU placed on the floor without attachment, or a display in the ashtray without securing, are not allowed.
- b. The +12V power cable must not pass through the roll cage and the side elements of the bodywork. The +12V power wiring may not pass through engine mounting elements (mounting blocks, lifting eyes, hooks, etc.) and must be properly secured by the bodywork with elements that do not conduct electricity.

7. Nitrous Oxide Systems Annex:

Configuration of a Nitrous Oxide System broadly includes a pressurized tank, mounting system, connecting hoses with fittings, restrictor nozzles, solenoid valve, accessories (controller, fuse safety, contactors, safety valve, pressure gauge).

2. Pressurized Tank:

2.a. The tank must be of an approved type, from a controlled origin, specifically designed for filling with nitrous oxide, in standard sizes proposed by various manufacturers—NO WELDING GAS TUBES, EXTINGUISHERS, OR ANY OTHER CONTAINERS THAT ARE NOT OF APPROVED ORIGIN.

2.b. The pressurized tank must be equipped with a dedicated pressure gauge and a safety valve to prevent uncontrolled pressure buildup from multiple causes—TANKS WITHOUT A PRESSURE GAUGE OR SAFETY VALVE ARE NOT ACCEPTED. If the tank is not equipped with a pressure gauge port, it can be installed inline in the line between the tank and solenoid, but the tank valve must remain open during the entire competition (including when presenting to the technical committee).

2.c. Tank heating blankets must be powered through a switch and fuse safety (preferably controlled by a pressure sensor installed on the tank). OPEN FLAME HEATING IS PROHIBITED.

2.d. The tank must be mounted on a solid support, using the mounting accessories from the kit. It must be positioned in the furthest possible location from the driver based on the vehicle architecture. THE TANK CANNOT BE INSTALLED ON IMPROVISED SUPPORTS, PLACED FREELY BETWEEN SEATS, INSTALLED NEXT TO THE DRIVER, ETC.

3. Connecting Hoses:

3.a. These must be of high quality (Teflon with external metal braid) and must have certified AN fittings at the ends—USE OF HOSES FIXED WITH CLAMPS WITH SCREWS OR NON-COMPLIANT HOSES (PLASTIC, RUBBER, ETC.) IS NOT ACCEPTED.

3.b. The line from the tank to the solenoid should be installed in such a way that the majority of its length is outside the vehicle (i.e., as short as possible inside the vehicle, the rest outside). INTEGRAL INSTALLATION OF THE LINE THROUGH THE VEHICLE, DIRECTLY INTO THE ENGINE COMPARTMENT, IS NOT ACCEPTED.

3.c. The connecting hoses should not be placed near the exhaust system or other heat sources. Installation should avoid high-temperature areas and areas exposed to mechanical shock (suspension elements, etc.) or where the hoses could interfere with moving wheels.

4. Solenoid Valve and Restrictor Nozzles:

4.a. The solenoid valve must be powered by a fuse safety. IT IS RECOMMENDED TO USE A DEDICATED CONTROLLER FOR OPERATING THE NITROUS OXIDE SYSTEM.

4.b. The modification of the restrictors in the kit is prohibited as they are precisely calibrated for the solenoid they are installed on.

8. Batteries:

It is recommended to avoid placing batteries inside the cabin. If they are inside the cabin, wet-cell batteries must be placed in a case that prevents liquid leakage in the event of a rollover. Dry-cell batteries do not require additional casing.

Wet-cell batteries must always be positioned vertically. Dry-cell batteries can be positioned horizontally.

The "+" terminal must be insulated with dielectric material.

The battery mounting must be solid, made of metal or composite materials. The use of plastic straps, wire, zip ties etc., is excluded.