

## **Annex 1 to the additional technical requirements - the technical regulations of the Latvian Drag Race Cup 2022**

Additional requirements in Junior classes, which result from taking into account the basic requirements in the technical regulations

The appendix to the regulations is in English, due to the fact that no riders have been registered in this class for the 2022 season, and the class is also intended to attract international riders.

The basic rules that we invite you to follow when preparing to participate in this class can be found here! These are recommended requirements <https://www.fia.com/regulation/category/101>

Race distance is only 1/8 mile (201.18 m)

The FIA "ET handicap and Sportsman" type exclusion table is used.

*In the Junior Bracket and Dragster class, a new entrant may start under the following conditions:*

- Existence of a LAF license;
- Written consent of the driver's parent or guardian, notarized approved.
- Full resignation of the medical commission, full insurance.

\* but before that

*To issue a license and permission to participate in a competition to a participant, the following shall be taken into account:*

- new growth of drivers and previous experience;
- the car our dragster corresponds to the driver and he is able and able to drive and operate it;
- car weight is acceptable by FIA rules;
- if necessary, a homogeneous junior seat may be required if the participant has a large adult seat;
- Technical judge and head of the judge checks do driver know how to react in different situations in track
- how long participant drive with cars, how long experience he have;
- how stable driver drive, and how long is his previous experience driving with cars- special licensing procedure separately on site on the track. Either on the technical day, if any, in training, or in the morning before the competition. The chief judge checks the driver's knowledge of the regulations and rules. The technical commission checks the driver's knowledge of the spar of the car, and the reacting to different situations in track, paddock.

Time from 9.80 to 13.60 seconds, if moving faster than 9.80 seconds, the Participant will be disqualified and excluded from further participation in the competition.

### **JUNIOR BRACKET AND JUNIOR DRAGSTER ADDITIONAL REQUIREMENTS IN LATVIA DRAG RACING CUP:**

- The diameter and type of tires are not limited.
- Alcohol-based fuels are allowed. The use of nitromethane is prohibited.
- Any timers that affect the accelerator pedal or shifting are prohibited. Accelerator pedal stop and delay boxes are permitted.
- Junior Bracket- Can participate with cars with engine capacity up to 3200cc or with diesel

engines with capacity up to 2000cc.

#### **CLOTHING JUNIOR DRAGSTER/BACKET:**

Driver Suit meeting FIA Standard 8856-2000; 8856-2018 or SFI Spec. 3.2A/1; footwear and gloves meeting FIA Standard 8856-2000; 8856-2018 or SFI spec 3.3A/1 mandatory.

#### **CLASS WEIGHT BREAKS IN JUNIOR**

##### **DRAGSTER:**

Minimum weight (without driver or drivers apparel/safety equipment) is 102kg.

#### **SPECIFIC CLASS REGULATIONS:**

In qualifying a driver has to stage and receive a reaction time to count as a qualifying run. If a driver runs below the restricted dial in time the qualifying run will be disallowed. A driver running quicker than 0.2 seconds under the minimum dial in E.T. for their class, at any time during an event, will receive one warning. If the same racer runs quicker than 0.2 seconds under the minimum dial in E.T. for their class again at the same event, then he or she will be excluded from the event. A driver running quicker than 0.4 seconds under the minimum dial in E.T. for their class or exceeding 137km/h at any time during an event will be immediately excluded from that event. The above penalties will be imposed regardless of whether the infraction(s) occur during qualifying or eliminations. If a driver has no previous experience in Junior Drag Racing he or she must successfully demonstrate driving proficiency prior to competition.

#### **ARM RESTRAINTS**

Mandatory. Must be worn and adjusted in such a manner that driver's hands and- or arms cannot be extended outside of roll cage and/or frame rails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

#### **DRIVER RESTRAINT SYSTEM:**

Minimum five (5)-point driver restraint system meeting FIA Standard 8853/98, 8853-2016 or SFI Spec 16.1, 16.2 installed according to manufacturer instructions mandatory. All restraints must be supplied with a maker label showing the Date of manufacture. All seat- belt and shoulder-harness installations must be mutually compatible and originally designed to be used with each other. Only units that release all five attachment points in one motion are permitted. All harness sections must be mounted to the frame, cross member or a reinforced mounting and installed to limit driver's body travel both upward and forward. Where belts are wrapped around the frame members, they must be secured from sliding along the axis of the tube/frame member either by a tab or additional tubing. Wrapping of belts around lower frame rail prohibited. Under no circumstances are bolts inserted through webbing permitted for mounting.

#### **HELMET:**

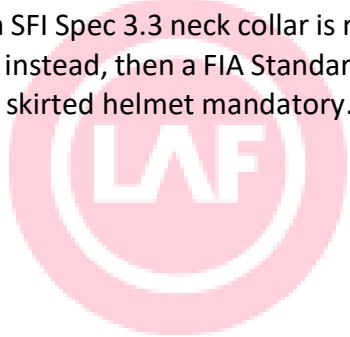
A helmet is mandatory for all Drivers. See General Regulations 10.7 for required Standard and Spec. Taping or other modification to the helmet or visor that reduces the driver's field of vision is prohibited in Junior Drag Racing. The use of a Stand 21 Lid Lifter head sock/balaclava meeting FIA Standard 8856-2000 or SFI Spec 3.3 or an Eject Helmet Removal System (Part # SDR 890-01-30) is recommended. In addition, any balaclava meeting the FIA Standard 8856-2018, that is indicated in the technical list as a

balaclava that reduces the load transmitted to the driver's neck while the helmet is being removed is recommended.

#### **HEAD AND NECK RESTRAINT DEVICE/SYSTEM:**

The use of a head and neck restraint device/system is mandatory. The device/system must display a valid label.

A neck collar when required in the Class Regulations must be commercially produced and designated for racing. Two different types of collars are commercially available – a full 360° “donut” type or a pull-together “horseshoe” type. Modification according to manufacturer's recommendations, to fit helmet and driver's neck/shoulder spacing, permitted. Must be worn as per manufacturer's recommendations. Must meet SFI Spec 3.3 as per class regulations. When a head and neck restraint device/system is required in the Class Regulations, at all times the driver is in the race car, from the burn-out until the car is on the return road, the driver must properly utilize the head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet FIA Standard 8858-2002, 8858-2010 or SFI Spec 38.1 and must display a valid label accordingly. A device that meets FIA Standard 8858-2002 or 8858-2010 is recommended. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If a SFI Spec 3.3 neck collar is required and the driver opts to use a head and neck restraint device/system instead, then a FIA Standard 8856-2000, 8856-2018 or SFI Spec 3.3 head sock/balaclava or SFI Spec 3.3 skirted helmet mandatory.



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