



**LATVIJAS
AUTOMOBILU
FEDERĀCIJA**

2023 LATVIAN DRAG RACE CUP REGULATIONS



**DRIFTA
KOMISIJA**

1. GENERAL PROVISIONS AND DEFINITIONS

1.1. These regulations (further in text - Regulations), in accordance with the LAF Sporting Code, determines how the 2023 Latvian Drag Race Cup (further in text - Cup) must be organised, how the events must occur and be officiated, as well as lists the requirements for the competitors and rules for determining the Cup standings.

1.2. The events are officiated by LAF approved judges, in accordance with the LAF Sporting Code, FIA Sporting Code, as well as the requirements listed in these Regulations and its appendices. Events are organised by a LAF approved organiser and officials, as well as stewards, if approved by LAF.

1.3. These Regulations have been created by the LAF Drift Commission and are in effect for the 2023 season.

1.4. Drag Race licence holders of any type and from any country are allowed to take part in the Cup.

1.5. In case of disputes arise about issues not covered by these Regulations, the decision will be made by:

1.5.1. Steward/Chief judge, if the decision is made during a Cup event;

1.5.2. LAF Drift Commission, if the decision is made at another time.

1.6. Any appendices to the Regulations are put on the official notice board on the day of the event, as well as published on the LAF website www.laf.lv.

1.7. Doping and alcohol tests can be undertaken during the events. Doping control procedure and the list of illegal substances is in accordance with the WDA and FIA regulations. Alcohol control can be done by the organiser, by using an alcometer. In case the limit of 0.0 permilles is exceeded, the competitor will be excluded from the competition, and can also lose their racing licence in accordance with LAF Sporting Code chapter 10.

1.8. Definitions and their description

- Drag race - a timed competition between two cars with a standing start and a flying finish, taking place on a straight that is either a quarter-mile (402.336 metres) or an eighth-mile (201.168 metres) long.
- Elapsed Time (ET) - timeframe from the moment the competitor crosses the start line to the moment they cross the finish line.
- Reaction Time (RT) - timeframe from the moment the starting signal is given to the time when the driver crosses the start line.
- Terminal Speed - vehicle speed in km/h when crossing the finish line.
- False start - crossing the start line before the starting signal has been given.
- Index - the fastest allowed ET for a specific class.

- Starting tree - an electrical device that shows the competitor placement on the start, gives the starting signal, ET, RT, Terminal Speed, shows false starts, Indexes and if they have been exceeded, as well as other required information.
- Organiser - a legal entity that, in accordance with LAF Sporting Code and LAF Drift Commission regulations:
 - Creates the supplementary regulations and track layout for the event, which are submitted to LAF for approval within the deadlines listed in the Sporting Code. If everything is approved, an event organising permit is issued by LAF;
 - Prepares the track in accordance with the track layout;
 - Prepares the necessary documentation, personnel, materials, and premises necessary for running the event and needs of the officials. This is done in accordance with the Cup regulations, bulletins and other documentation in place for that particular season;
 - Is responsible for providing a quality event;
 - Ensures that all necessary documentation is created, driver lists are made, and results are provided to LAF after the event.
- Event - a LAF approved Drag Race Cup round of the 2023 season.
- Supplementary Regulations - a document created by the event organizer, which contains specific regulations pertaining to the event, as well as items not covered by these Regulations.
- Event participants - any legal entity or person who is taking part in a LAF approved motorsports event in any capacity, including officials, entrants, competitors, mechanics and other team personnel, as well as track safety personnel. All event participants must follow the rules outlined in the LAF Sporting Code and its related documents.
- Entrant - LAF or other ASN approved person or legal entity that has entered the competitor and race car in the event.
- Team - multiple drivers joining up in accordance with the Regulations, to earn points in the team standings.
- Competitor - LAF or other ASN licensed person who is allowed to take part in the event by driving the race car that has been entered in the competition.
- LAF - Latvian Automobile Federation
- Code - LAF Sporting Code.

2. EVENT ORGANISING AND OFFICIATING

- 2.1. Cup events take place in LAF Drift Commission approved tracks - locations in accordance with the LAF Drift Commission event calendar for 2023.
- 2.2. Cup events are organised by the event organiser, working together with the LAF Drift Commission and the drag race work group, and must be in accordance with the LAF Sporting Code and these Regulations.
- 2.3. Drag race events take place on tracks closed to the public (article 2.34.1 of the Code). The track must be closed to traffic during the event and it must not be possible to enter it without permission (article 5.2 of the Code). Track layout must be approved by LAF Drift Commission. Track description must be included in the supplementary regulations. Track layout must be published on the official notice board or on the electronic notice board on the day of the event.
- 2.4. Drag race events are officiated by a LAF Drift Commission approved panel of judges, in accordance with the LAF Sporting Code, FIA Sporting Code, as well as these Regulations and their appendices.
- 2.5. In each Cup event, the organiser must include all classes that are competing in the Cup, unless there is a separate decision by the LAF Drift Commission.
- 2.6. The organiser must submit the supplementary regulations to LAF for approval within the deadlines specified in the LAF Sporting Code.
- 2.7. If the track surface is wet or otherwise dangerous for the competitors, the event is postponed until a time when the track is safe. If this is not possible, the event is stopped for all Cup classes.
- 2.8. Decision on postponing, restarting or stopping the event is made by the steward, along with the event organiser and the chief judge.
- 2.9. It is recommended to include at least four qualifying runs in the event if possible, but there must be no fewer than two qualifying runs unless there are external factors and a different decision needs to be made.
- 2.10. Event schedule, which is a part of the supplementary regulations, can be published separately from the supplementary regulations as an informative document, but it must include the track quiet time starting and ending times. Quiet period is a period during which it is not allowed to start or run race cars that do not have silencers in the exhaust system. In this period, it is forbidden to make any noise that might disturb other competitors or violate the noise regulations in the venue, if they are different from the regulations. This quiet period might be different from the requirements of the venue or the local government. In cases where the quiet period is different, the quiet period listed in the event schedule will be deemed to be the one to follow.
- 2.11. All event documentation that is approved in LAF must be published on www.laf.lv, as well as on the official website of the organiser (if applicable), no later than 14 days before the event, so that competitors have time to go over them properly.

2.12. Changes to the supplementary regulations that contradict these Regulations can only be included with the approval from LAF Drift Commission drag race work group. Such changes, if approved, must be published in a separate bulletin and not included in the supplementary regulations.

3. OFFICIALS

3.1. The race director must have a valid LAF issued licence.

3.2. Judges of fact in Cup or other events must be with a LAF issued judges licence.

3.3. All other officials, including stewards, must have judge licences.

3.4. Assistant judges and junior judges, if they are previously approved in the LAF Drift Commission drag race work group, are allowed to work in events. Assistant judges and junior judges will report to their superiors, who are assigned by the chief judge. Their superiors are responsible for the work and safety of these judges. Judges who are minors must have the permission of at least one of their parents/guardians to be allowed to work in events that are related to motorsports, to account for potential risks.

3.5. Junior judges must be at least 14 years of age.

3.6. Race director, working together with the chief judge, oversees the work of all officials involved in the event.

4. REGISTRATION, FEES, AND COMPETITORS

4.1. To register for an event, each competitor must fill out a registration form. Registration process is described in the supplementary regulations, and the type of registration is determined by the organiser of each event. Upon registration, the necessary payments, listed in the supplementary regulations, must also be made.

4.2. Before the event, all competitors are urged to prepare all official documentation that needs to go through LAF, in accordance with article 4.3.

4.3. Both the full-year licence and the per-event licences, as well as personal insurance, can be bought on www.laflicences.lv. Licences can also be bought at the events, but the competitors should still enter the licence information on www.laflicences.lv. During registration, event organiser is allowed to prioritise competitors with valid licences.

4.4. Full-year licence cost is 50.00 EUR (when buying a full-year licence, you must attach a doctor's note or the medical declaration to state that your health permits you to compete in motorsports events. The medical declaration is available on www.laflicences.lv).

4.5. Per-event licence cost is 25.00 EUR (doctor's note is not mandatory but is recommended! Instead of a doctor's note, you can attach a medical declaration, which is available on www.laflicences.lv).

4.6. Drivers from other countries can compete with drag race licences issued by their ASN, or with the FIA international licence.

4.7. Licencing requirements for classes not mentioned in these Regulations, for practice days or demo drives are determined separately by the Commission.

4.8. Event registration beginning and ending dates, as well as information on if it will be possible to register for the event at the venue, must be included in the supplementary regulations.

4.9. If an event is cancelled due to weather or force majeure after the competitor has done at least one qualifying run, the entry fee is not returned, and the organiser can determine the event winners.

4.10. If an event is cancelled due to weather or force majeure until the first qualifying run, the organiser can keep up to 50% of the paid entry fees.

4.11. Entry fee for teams is 25.00 EUR (must be paid no later than at the second round of the season to the LAF Drift Commission or during registration of an event).

4.12. Competitors must follow all event rules and regulations.

4.13. It is allowed to use any M1 category vehicle, which can be found in the Latvian CSDD registry or a similar foreign registry, if the vehicle meets the requirements of this category.

4.14. During registration and scrutineering, the competitor must be able to show vehicle registration documentation and the competitor licence. Upon request of the organiser, they must also show proof of payment for the entry fee.

5. RACE CARS AND CLASSES

5.1. Cup contains the following classes:

	CLASS DESCRIPTION
STREET STOCK	Class for street legal cars, without limitation on engine capacity or drivetrain. Must have valid road technical inspection. Index: 402m - 13.90s, 201m - 8.88s. Class symbol - ST.
STREET A	Class for street legal cars, without limitation on engine capacity or drivetrain. Index: 402m - 12.90s, 201m - 8.23s. Class symbol - ST/A.
STREET B	Class for street legal cars, without limitation on engine capacity or drivetrain. Index: 402m - 11.90s, 201m - 7.60s. Class symbol - ST/B.

SUPER STREET	Class for street legal cars, without limitation on engine capacity or drivetrain. Index: 402m - 10.90s, 201m - 7.04s. Class symbol - SST.
OUTLAW	Class for “tube frame” and street legal cars, without limitation on engine capacity. Index: 402m - 7.50s, 201m - 4.50s. Class symbol - OL.
BRACKET-HANDICAP	Handicap class, without limitation on engine capacity. Index: 402m - 9.000-14.999s, 201m - 5.75-9.60s. Class symbol - PRO ET.
DEMO (RWYB)	Free class which is included only for 201m or shorter distances - organiser is free to choose whether to include this class in the event. Demo class does not have any season standings, but the organiser can award the class winners in each event. Class symbol - DEMO (RWYB). Demo class*
JUNIOR	Junior Bracket – junior handicap class. Only competing in 201m, index is between 8.90 and 13.60 seconds. Class symbol - J/BR. Junior Dragster – junior class. Only competing in 201m, index is between 7.90 and 13.60 seconds. Class symbol - J/DR. Age - 14 to 18 years (including). Competitors must have previous experience in racing (with proof) in another motorsports discipline, and with all necessary permissions to get a full-year licence. Decision on allowing a competitor to take part in the event is made by the LAF Drift Commission drag race work group. *classes do not drive together in one start, but in separate

** DEMO abbreviation RWYB comes from Run What Ya Brung. Demo class is a simplified way of drivers coming to the track with their every day car, and try drag racing in a safe environment. The class is without any limitations, so any car meeting the event regulations and technical regulations can compete. Regardless, scrutineers are allowed to deny entry to the race to a competitor based on the technical condition and safety aspects of their vehicle. This class will not have season standings in the Latvian Drag Race Cup, and the class is not required to have an awards ceremony in events, as different types of cars are eligible to compete, just like in free practice.*

5.2. Organisers have the right to add any number of additional classes, but not to remove the Cup classes, by

adding the class descriptions and technical requirements in the event supplementary regulations. The safety requirements for these classes must be agreed to beforehand with the LAF Drift Commission drag race work group, primarily focusing on the technical and safety aspects. Additional classes do not receive points in the season standings.

5.3. Two drivers can compete in one class with the same car, but only if, when registering for the event, they submit a free form application which states the driver who would win if they both meet in the elimination rounds. Competitors must agree on this during registration in the secretariat, as their entry will not be accepted without this information. In addition to the application, the drivers register separately and pay their entry fee.

5.4. It is allowed for multiple drivers to compete in different classes with the same car in a single event, if the vehicle meets the technical regulations of these classes. In this case, each driver registers separately and pays their entry fee.

5.5. One driver can compete in no more than two classes in a single event, doing so with one or two different cars. The handicap class is not counted in that total, so this can be used as the third class if the driver so chooses. Drivers would have to register and pay the entry fee for each class they want to compete in, as mentioned in the supplementary regulations.

5.6. Race cars must be prepared in accordance with the technical regulations for 2023, which are prepared by the LAF Drift Commission in collaboration with the LAF Technical Department.

5.7. Latvian Drag Race Cup class informative table:

CLASS	LADDER TYPE*	QUALIFYING	INDEX 1/8 or 201m	INDEX 1/4 or 402m	HOW MANY QUALIFY FOR ELIMINATION
J/BR (Junior Bracket)	FIA Sportsman	RT	8.9-13.6	N/A	All
J/DR(Junior Dragster)	FIA Sportsman	RT	7.9-13.6	N/A	All
ST (Street Stock)	FIA Sportsman	ET	8.88	13.9	All
ST/A (Street A)	FIA Sportsman	ET	8.23	12,9	All
ST/B (Street B)	FIA Sportsman	ET	7.6	11.9	All
SST (Super Street)	FIA Sportsman	ET	7.04	10.9	All
PRO ET (Handicap)	FIA Sportsman	RT	5.75-9.60	9.0-14.99	All
OL (Outlaw)	FIA Progressive	ET	4.5	7.5	16
DEMO (RWYB)	FIA Sportsman	RT	Unlimited	N/A	All

* <https://www.fia.com/regulation/category/101> - section: RELATED DOCUMENTS

6. RUNNING OF THE EVENT

6.1. The event begins with the competitor administrative checks and scrutineering, and concludes after the latest of the following items:

- Protest submitting or review deadline;
- Completion of the post-event scrutineering;
- Completion of the awards ceremony.

6.2. During free practice, qualifying, and elimination runs, only one person (the driver) is allowed to be inside the vehicle.

6.3. Competitors and members of their team are not allowed to be under the influence of alcohol or drugs at any time of the event.

6.4. Health condition of the competitor must not interfere with driving the vehicle.

6.5. Administrative checks in the secretariat take place in accordance with the event schedule.

6.6. Competitors or entrants, when registering for the event, take full responsibility for their vehicle and behaviour during the event, as well as for any damages caused to the organiser or third-parties goods, health, or life.

6.7. Minimum clothing requirements in the starting zone for competitor's team members are closed type shoes, pants that are no shorter than to the ankles, and a t-shirt. Shirts without sleeves, shorts, open type summer shoes or sandals are not allowed. The track team in the starting zone must wear full-length pants, closed type shoes, and a t-shirt. Here, too, it is forbidden to wear shirts without sleeves, open type shoes or sandals. It is recommended to wear a hat and protective glasses.

6.8. Competitors in the Outlaw and Junior classes, if they are competing for the first time, will have their safety equipment checked more closely in scrutineering, and will need to go over nuances regarding safety on the track with the chief judge. Their knowledge of basic rules and starting procedure will be checked, and, during the conversation, the chief judge will determine if they are mentally prepared to compete. When checking the vehicle equipment and competitor's knowledge, it is also checked if the driver knows their car - knows the location of all switches and controls to stop the car, activate the fire extinguishing system, and how to stop a moving car. It is checked if a competitor, being strapped in the seat in full equipment, can exit the car in 8 seconds. During free practice, the competitors' understanding of the start procedure is checked.

6.9. Competitors must have a fluid-resistant mat under their race car. There will be a warning for the first time this is not done, but the second time will result in a 70.00 EUR fine. The mat must be larger than the race car, by at least 10cm in all directions. The material of the mat must be resistant to high temperatures and must be placed on the ground without damaging the surface under it. The mat must not have any damage or holes. Its function is to prevent fluids draining on the ground.

6.10. When setting up their pit area, drivers are not allowed to mount anything on the track surface, potentially damaging it. Violation of this rule will result in a fine, agreed by the chief judge, event organiser, and track owner, that will be large enough to cover the damages caused by the actions of the competitor.

6.11. Competitors are strongly recommended to affix their tent and other items in their pit area, if they can be blown away by wind and potentially injure a person or their property. Competitors must understand that in such cases they would need to cover any losses that are caused.

7. ORGANISATION AND EVENT PROCEDURES

7.1. Event distance is $\frac{1}{4}$ mile (402.33 metres) or $\frac{1}{8}$ mile (201.16 metres).

7.2. The event distance can be changed by the chief judge and race direction, in consultation with the chief steward, on safety grounds. This decision must be unanimously approved by all the stewards. In case there is just one steward, the decision is approved by the steward and race director.

7.3. If the event distance is changed, a bulletin must be published. The organiser must submit this bulletin to the LAF Drift Commission after the event.

7.4. If a driver is late to the start by more than 5 minutes (this time can be agreed on or changed during the drivers briefing), they lose their chance to race. Their opponent still needs to do the run, but they will advance even in case of a false start. The start judge determines the waiting time.

7.5. Staging can begin only after the starting judge allows it. In case the staging is unsuccessful, i.e. the car crosses the start line, the car must drive in reverse and try to stage once more after receiving the approval from the starting judge.

7.6. Preparation for the start, starting order, and starting signal types are covered during the drivers briefing.

7.7. Tire warming before the start (“burnout”) is only allowed in a designated location, using water. If, after tire warming, the competitor’s car is unable to return to the start position under its own power, it cannot take part in the run. During tire warming, the car is allowed to cross the start line once. During tire warming, it is forbidden for anyone to hold the car in place, unless this is allowed by the chief judge due to the specifics of the track. Tire warming process is described in the supplementary regulations. It is possible that an event can take place without a tire warming area.

7.8. It must be possible to start the car and drive it to the start line without any external assistance.

7.9. Last movement of the car in the staging area must be in the forward direction.

7.10. After staging, it is forbidden to do anything to the car (such as cleaning the tires).

7.11. Start is given with the starting tree - after the competitors have staged their cars, the starting judge activates the tree, after which three yellow lights are followed by the green starting signal. Start order is described in the drivers briefing.

7.12. Prohibited backward driving during burnouts or handbrake turns at the finish line. In addition, in separate stages, the organizer determines with the competition regulations whether or not heating of tires is allowed at the start.

8. SCRUTINEERING

8.1. Scrutineering takes place in accordance with the Latvian Drag Race Cup Technical Regulations for the 2023 season. Competitors must prepare their vehicles based on these technical regulations.

8.2. Scrutineering takes place in accordance with the event schedule, in a location that is specified in the supplementary regulations. Competitors whose cars have not passed scrutineering are not allowed to compete in the event.

8.3. When arriving for scrutineering, the car must be completely ready for start. Competitor is responsible for bringing the car to scrutineering.

8.4. Additional scrutineering of cars can take place at any time of the event, upon request by the chief steward or stewards.

8.5. During scrutineering, the competitors must show the registration documentation or sports technical passport of the vehicle, as well as the competitor's card, roll cage certificate, and the driver's safety equipment.

8.6. If any changes are made to the vehicle after scrutineering, resulting in the car no longer being in compliance with the technical regulations, the competitor can be penalised by the chief judge or scrutineer.

8.7. If a car drives faster than the index for this car in accordance with the Latvian Drag Race technical regulations (but not faster than the class index), then the car must be made to meet the requirements of this new index for the next event, and can continue competing in the same event without changes only if the scrutineer allows it.

8.8. Only competitors who have completed administrative checks and scrutineering will be added to the list of competitors of the event.

8.9. Vehicles without a starting number will not be permitted to compete.

8.10. Tires of a car taking part in the event cannot have any mechanical defects or wear to the cords. Tire condition is controlled during the event. Vehicles can only use tires with E marking on them. Tires without an E marking and/or with a note "For competition use only" cannot be used in Street classes where valid technical inspection is required. Race cars with a roll cage are allowed to use full slicks or tires with a note "For competition use only". In case tubeless tires are used, the wheel must have a metal valve stem - this is only relevant for race cars.

9. GENERAL RULES

9.1. Start position lane choice:

- In qualifying, the lane choice is free, but it is recommended that a competitor does at least one run in each lane.
- The competitor with a better qualifying result can choose their lane first in an elimination round.
- In the following elimination rounds, the competitor with the better result in the previous elimination round is the first to choose their lane, unless this result was faster than the class or vehicle safety index.
- If a car has any incident (technical issue, crash, or any other problem) on the track, the competitor must show the car to the scrutineers before returning to the track after making the necessary repairs.

9.2. Practice, qualifying, and elimination runs

- 9.2.1. Free practice, if taking place as part of the event, gives the competitors a chance to get used to the race track. Taking part in free practice is not mandatory, unless the free practice takes place together with the qualifying.
- 9.2.2. Competitors are not allowed to do any other practice runs during the competition, unless there is a specific location for this purpose.
- 9.2.3. Before qualifying runs can begin, there must be a drivers briefing. It is mandatory for the competitor or the entrant to attend the drivers briefing.
- 9.2.4. Taking part in the qualifying runs is mandatory for all competitors. Competitors who have not taken part in any qualifying runs are not eligible for the elimination rounds. Organisers should try and provide at least two qualifying runs for each competitor.
- 9.2.5. In qualifying runs, both the Elapsed Time (ET) and Reaction Time (RT) are registered. The competitor with the lowest ET will receive a higher place in their class. In the Handicap class, a higher qualifying position is given to the driver with the best RT.
- 9.2.6. If two or more drivers have the same best ET or RT time, their next best ET or RT times are compared. If those are also equal, the higher position is given to the competitor with a larger Terminal speed.
- 9.2.7. If the class has an Index then only the runs with ET within this index are used. If a competitor is outside of the class Index in all qualifying runs, they do not qualify for the elimination rounds. Competitors can ask the chief judge to move them into a different class until the beginning of the final qualifying run, but not after qualifying has concluded.

- 9.2.8. To determine the competitor pairs in elimination rounds, the dynamic elimination system, in accordance with FIA rules, is used. All qualified drivers within a class are eligible for the elimination rounds, in accordance with tables 5.1. and 5.7.
- 9.2.9. In elimination rounds without an opponent, a competitor will be deemed a winner if the car gets to the start line without external assistance. An exception can be made in the first round of elimination - if there is no opponent here, the chief judge can decide that solo elimination runs are not done and the respective competitors automatically qualify for the next round.
- 9.3. If a drivers briefing is announced, all competitors must take part. If this is an additional briefing that was not included in the event schedule, it is still mandatory for either the competitor or the entrant.
- 9.4. During the event, any maintenance, repairs or refuelling can only be done in the respective pit area of the competitor. Organisers have the right to have a separate refuelling area.
- 9.5. Competitors must follow and understand the event regulations, and must respect and follow any orders from the judges.
- 9.6. Competitors must allow advertising to be placed on their cars.
- 9.7. The number of allowed technical cars and entries for the team/mechanics is included in the supplementary regulations of the particular event.
- 9.8. Only the race car, competitor and mechanics (who can have a different colour bracelet or have other identification marks, based on the organiser requirements) are allowed to be in the starting zone (beginning with the starting gate). Other people are not allowed! Having unauthorised people in the start area can result in a penalty for the competitor.
- 9.9. If, during the event, there is any dangerous behaviour from the competitor, which can endanger either the competitor or other participants, team members, officials, attendees, or any other person that is present in the event, the competitor can be excluded from the event and/or removed from the venue of the event. Each case is decided separately by the chief judge and steward.
- 9.10. Speed limit outside of the track is 50 km/h, and 30 km/h in the service park. The organiser is allowed to specify speed limits different to these in the supplementary regulations, taking into account the specifics of the track and venue layout.
- 9.11. Driving on track in the opposite direction will result in immediate exclusion from the competition, and a further penalty can be applied by the drag race work group.
- 9.12. At least one 4kg fire extinguisher must be available in the competitor's pit area. It is recommended to have fire suppressing blankets or other fire extinguishing tools.

10. FINES, VIOLATIONS, AND PROTESTS

The competitor can be penalised in these cases:

- 10.1. Competitor ignores and does not follow the requirements set out in these regulations.
- 10.2. After going through scrutineering, changes are made to the car that make it ineligible for its class.
- 10.3. Competitor clothing and safety equipment does not meet the safety requirements.
- 10.4. Car does not meet safety requirements or has driven faster than the current safety equipment permits.
- 10.5. Tire warming outside of the designated area, or tire warming if it was not allowed per supplementary regulations.
- 10.6. Starting/warming/tuning the engine without anyone in the driver's seat.
- 10.7. Competitor is under the influence of alcohol or drugs. The permitted limit is 0.0%.
- 10.8. Speed limits outside of the track are exceeded.
- 10.9. Driving on track in the opposite direction.
- 10.10. Unsportsmanlike behaviour and/or causing an emergency.
- 10.11. Competitor crosses the track centre line and continues accelerating (without letting go of the accelerator pedal) and causes damage to the timing equipment. If a competitor damages the timing system more than once in an event and the fault is proven, the damage costs must be covered by the competitor. One damaged sensor costs 320.00 EUR.
- 10.12. If the car has an oil, cooling or brake fluid leak on the track more than once in an event, the competitor must pay a 160.00 EUR fine.
- 10.13. If the driver uses nitrous oxide prematurely.
- 10.14. If the driver ignores the warnings of judges or officials.
- 10.15. If quiet period rules are broken.

The competitor will lose their elimination run but keep their position in the event standings in these cases:

- 10.16. Competitor is late to the start.
- 10.17. Incapable of completing a run - cannot start the engine or another technical issue.
- 10.18. False start. In cases where both drivers have a false start, the driver whose false start was closer to the actual starting signal will be deemed to be the winner.
- 10.19. Crossing the middle line, outer line, imaginary middle line or leaving the track. Exceptions are made in cases where this is done to avoid an obstacle - in such cases, another run is given to the competitor.

Other rules:

- 10.20. Competitors and their team members who are under the influence of alcohol or drugs are not allowed in the event venue and must leave it (including the service area) after the request of the judge or organiser.

10.21. All competitors - drivers, their teams, mechanics - must follow general good behaviour rules and ethics rules amongst themselves and when interacting with track personnel and officials.

10.22. Competitors and their team official members are allowed to be in the starting area shortly before the run, during a run, and until the completion of the run. If they are in the area at any other time and disturb the running of the event, the respective competitor can be penalised. First offence will result in a warning, but larger penalties can be applied starting from the second offence. It is recommended to provide team members with a special identification mark, which is listed in the supplementary regulations by the organiser, so that it is not possible for unauthorised persons to be present in the starting area.

Possible penalties for the aforementioned violations and violations regarding these Regulations and event supplementary regulations:

10.23. Warning

10.24. For violating the supplementary regulations, the competitor pays a fine between 10 and 75 EUR or is excluded from the event.

10.25. For a repeat violation regarding technical regulations, the competitor can be disqualified for up to 2 events or with a fine of up to 400 EUR.

10.26. Exclusion. Exclusion can also include rescinding any points earned up to it, based on the type of violation. Decision on rescinding points is made by the stewards or chief steward.

10.27. Voiding the racing licence, by a decision of the LAF praesidium.

10.28. Other penalties that are mentioned in these Regulations.

10.29. Decision on applying a penalty is made by the chief judge and judge of fact, or track judge, or service area judge, or stewards, or, if necessary, the Commission.

10.30. Violation will be noted by the judge of fact, or track judge or competitor relations officer, and approved by stewards or chief judge, with the penalty being dependent on the nature and consequences of this violation.

10.31. Driver will be deemed to have lost their elimination run in cases of:

- A false start;
- Being faster than the ET index of their class;
- Being faster than their set ideal time (handicap class);
- Crossing the middle line or outer line of the track;
- Crossing the start line before the first yellow light is shown.

10.32. If both drivers make the same violation, the loser is determined in accordance with these points:

- If both drivers make a false start, the one who made the false start first loses the race;

- If both drivers are faster than the class Index or their Ideal time, the driver beating the Index or Ideal time by more will lose the race;
- Driver who crosses the middle line or outer line, or crosses the start line before the first yellow light will lose the race, regardless of what the other driver does. In case both drivers have such a violation, they both will lose the race. Except for cases where the manoeuvre was done on safety grounds, for example to avoid an accident.
- If one driver has a false start, but the other one is faster than the Index or Ideal time, the driver with the false start loses the race;
- The competitor is not allowed to continue the run if the technical condition of the car endangers the driver or event safety (including significantly limited visibility through the windscreen, fluid leaks, etc.). In such cases, a decision on allowing the driver to continue competing is made by the chief judge, consulting with the scrutineers.

11. RESULTS AND STANDINGS, TEAM STANDINGS

11.1. Event results are dependent on qualifying results and elimination run results. Results become official 15 minutes after they are published on the official notice board or after reviewing the final protest. If the event concludes before the completion of elimination runs, results are determined by the best ET or RT of the competitors in the qualifying runs, in accordance with article 5.7.

11.2. Event organiser or chief judge, or an appointed secretary, based on the supplementary regulations, must send the event results to the LAF Drift Commission after the completion of the race on the day of the event or no later than on the first business day after the event. Event results must be sent including all information about the event - drivers list, qualifying runs, elimination runs, etc.

11.3. Secretary of the particular event must also, based on these Regulations, calculate the amount of points earned by each competitor and send it to the LAF Drift Commission no later than three business days after the completion of an event.

11.4. Season standings

11.4.1. Latvian Drag Race Cup has two season standings - individual and team competition.

11.4.2. Cup points are given only to competitors who have competed in at least two Cup events and have a LAF issued full-year licence.

11.5. Individual classification

11.5.1. Points given after qualifying runs:

1st place	25 points	5th place	12 points	9th place	8 points	13th place	4 points
2nd place	20 points	6th place	11 points	10th place	7 points	14th place	3 points
3rd place	15 points	7th place	10 points	11th place	6 points	15th place	2 points
4th place	13 points	8th place	9 points	12th place	5 points	16th place	1 point

11.5.2. Additional points given for TOP3 drivers after each qualifying run:

1st place	10 points
2nd place	6 points
3rd place	3 points

11.5.3. Points given out after elimination runs:

	1st round loser	2nd round loser	3rd round loser	4th round loser	5th round loser	R/U loser in final	W Winner
4 cars	300	-	-	-	-	400	600
8 cars	300	400	-	-	-	500	700
16 cars	300	400	500	-	-	600	800
32 cars	300	400	500	600	-	700	900
64 cars	300	400	500	600	700	800	1000

11.5.4. Additional points for an event:

Competitor who has passed scrutineering on the day of the event:	100 POINTS
All competitors who have gotten to the start line and completed at least one qualifying run:	100 POINTS

Example for counting points:

If a class has 16 competitors, a car completing scrutineering (100 points) earns 16th place in qualifying (100) and then leaves, will receive a total of 501 points (100+100+1+300). The winner of that qualification (25), who also wins one qualifying run (10) and wins the final, will earn a total of 1035 points

(100+100+10+25+800). Competitor who finishes second in two qualifying heats (6+6), passes scrutineering (100), completes qualifying in fifth place (12), but loses in the first round of elimination (300), will earn 524 points (100+100+6+6+12+300).

11.6. If one of the drivers beats the class Index in elimination runs, they will lose the run. If both drivers go faster than the class Index, the driver who is closer to the Index will win.

11.7. If an event is cancelled due to weather, points are not given out. If qualifying runs were completed but elimination runs were not, points are assigned in accordance with the qualifying results.

11.8. If neither of the competitors takes the start of an elimination run, they both are deemed to have lost the race.

11.9. If, when adding up all the earned points during a season, two or more drivers have the same amount of points, the higher place is determined based on the following criteria:

- 1st criteria - more higher places in Cup events (more 1st places, more 2nd places, etc.);
- 2nd criteria - most wins in elimination runs throughout the season.

11.10. The top 3 competitors in each class (with full-year LAF licences) are awarded at the end of the season, if the particular class has had at least 4 competitors. If there have been fewer than 4 competitors, the LAF Drift Commission drag race work group can separately determine if this class is awarded in the season ending awards ceremony.

11.11. Team classification

11.11.1. There is no limit in the number of drivers being part of the team, but they must have a LAF issued full-year licence and compete in any of the Cup classes. The team needs to be registered in LAF (by submitting a written application with the team members and paying the team fee) until the end of the second round of the season.

11.11.2. Top 3 teams are awarded in the season ending awards ceremony, if at least 4 teams have been registered in the particular season.

11.11.3. One driver can be part of only one team.

11.11.4. Drivers cannot change teams during the season.

11.11.5. A team or additional members can be added at any point until the end of the second round of the season, however a driver will only earn points starting from the moment they are added to the team.

11.11.6. After each round, the results of the two best team members are added to the team standings, and all rounds are added up to get the final team classification.

11.11.7. If multiple teams have the same amount of points at the end of the 2023 season, the higher placed team will be determined based on the following criteria:

- 1st criteria - Highest place in individual season standings for a member of the team;

- 2nd criteria - Highest team result in the final event of the season;
- 3rd criteria - Highest number of points in individual classification for the best team member.

12. REQUIREMENTS FOR THE TIMING SYSTEM

12.1. Starting tree must have the following functionality, unless the chief judge of a particular event decides otherwise and this is agreed beforehand with the LAF Drift Commission drag race work group.

12.2. System precision must be at least 0.001 second. Finish speed precision no larger than 0.016 km/h.

12.3. Starting tree must be able to display and print:

- ET time - elapsed time (s), in 402m and 201m distances;
- RT time - reaction time (s);
- ET+RT time - total time (s);
- Speed at the finish (km/h) - in 402m and 201m distances;
- 60ft distance time (s).

12.4. It must be possible to check if a result is within a class Index.

12.5. Timing system must be able to measure and display the following results: RT, 6ft time, 660ft speed (km/h), 660ft time, 1320ft speed (km/h), 1320ft time. If the system or event specifics requires it, it is allowed to have an unlimited number of time and speed measuring points.

12.6. It is strongly recommended to use a timing system that can provide an electronic or paper result after each run, clearly showing all times and speeds from all measured points.

12.7. All event data must be saved and must be exportable in electronic format (.xls or similar).

12.8. In Cup classes, the tree must work in the standard way - yellow, yellow, yellow, green. And red, if the driver makes a false start.

13. PROTESTS AND APPEALS

13.1. Protests can only be submitted by the competitor or entrant, showing their LAF issued licence.

13.2. Protests can be submitted for the following violations:

13.2.1. Running of the event or results;

13.2.2. Cars not meeting technical regulations.

13.3. When submitting a protest, a protest fee must also be paid:

- 100 EUR, if the protest is about the running of the event;
- 200 EUR, if the protest is about a car not meeting technical regulations.

13.4. If a protest is submitted about a car not meeting the technical regulations, and it requires removing parts of the car (engine, transmission, steering system, brake system, electric installation, chassis, etc.), the protest fee is 1500.00 EUR. Costs incurred during removal of the parts and for transporting the car must be covered by the competitor who submitted the protest, if the protest is without basis. If the protest is with basis, the costs are covered by the competitor whose car violates the technical regulations. If the protest is without basis and the costs to check it (technical checks, logistics costs) are higher than the protest fee amount, the difference must be paid by the competitor who submitted the protest. If the costs are lower than the paid amount, the difference is returned to the competitor.

13.5. If the protest is without basis, the protest fees fully or partially (based on steward's decision) remain with the LAF Drift Commission and the competitor against whom the protest was submitted.

13.6. If the protest is with basis, the protest fee is returned to the competitor who submitted the protest.

13.7. Protests against the running of the event or a car not meeting technical regulations must be submitted in written form no later than 15 minutes after the publication of qualifying or elimination run results.

13.8. Competitor who has submitted a protest that was declined can submit an appeal in accordance with the LAF Sporting Code.

13.9. Appeal fee for the LAF Appeals Court is 1000.00 EUR.

13.10. Appeals can be submitted in accordance with the LAF Sporting Code chapter 12.

13.11. Entry fee is not returned if the competitor cancels their entry.

14. AWARDS CEREMONY

14.1. At the end of the season, the LAF Drift Commission awards the top competitors, in accordance with these Regulations.

14.2. Organisers are responsible for awards ceremonies in events, but there must be awards ceremonies for all classes mentioned in the regulations, if they meet criteria for an event taking place.

15. DEMO RUNS AND PASSENGERS

15.1. Demo runs with a passenger can only take place in a car with a full body or with a specially built dragster type vehicle.

15.2. In demo runs with a passenger, there is always only one car on the track. These runs do not take place within a competition, and must follow all the start and running procedures and requirements.

15.3. Vehicle which is used for demo runs must have successfully gone through scrutineering. Safety equipment for the passenger must be in accordance with the speed and time indexes for the vehicle.

15.4. Passenger:

- Cannot be younger than 18 years of age;
- Must not have any serious health issues or chronic illnesses which can cause issues;
- Cannot be under the influence of alcohol or drugs, and cannot use strong sedatives before the run;
- Safety equipment for the passenger must be in accordance with the speed and time indexes for the vehicle;
- Passenger signs a document stating their understanding of risks and agreeing not to bring actions against the organiser, judges, driver, or anyone else;
- It is recommended for the passenger to have personal insurance that covers motorsports;
- Competitor or the team must explain the possible risks to the passenger, and make sure that the passenger is physically and mentally healthy and ready for the demo run;
- Chief judge or chief scrutineer has the right to refuse a demo run with a passenger.

16. NATIONAL RECORD PROCEDURE

16.1. Drag race national records can be set by competitors who are competing in the Latvian Drag Race Cup and hold a licence issued by their ASN.

16.2. Latvian drag race record categories are - best ET and speed in $\frac{1}{4}$ mile distance and the $\frac{1}{8}$ distance, i.e. 402 metres or 201 metres.

16.3. A separate record table will be created from the 2023 season and will be available on the Latvian drag race website.

GOOD LUCK IN THE EVENTS!