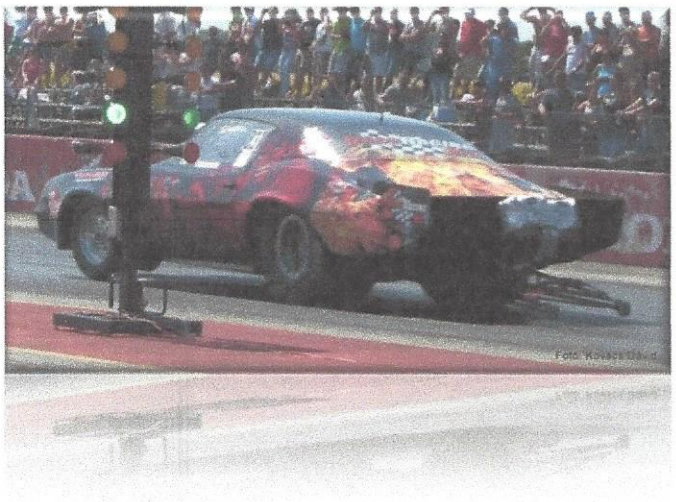
EUROPEAN DRAG Challenge 2015



Drag category

Dragbike category

Drag categories

- Under 8 sec
- Between 8 and 10 sec

Distance: 402,33 metres

Dates of races

14-15-16th August, 2015 (14-15th qualification, 16th elimination)

13th September, 2015

Places of races

14-15-16th August, 2015	**KUNMADARAS,** Hungary
13th September, 2015	**KISKUNLACHÁZA,** Hungary

Conditions of participation refers to drag categories

- National licence offered in the home country of the participant **OR** international licence
- Sending the entry form and pay the entry fee two weeks before the start of the event or location of event
- **Entry fee: € 100**

A category is only valid in case of 5 racers in every category and race. Race is also held in case of less participants, however we reduce the reward to the 50% of the amou nt price.

Information :

Info@dragracing.hu **or** hajoe@t-online.hu

Safety requirements (annex nr. 3.) must be completed! **General rules of the Pro class** can be found in appendix nr. 4.

Reward

- € 6000 total amount of prize (reward given at both places, complex reward given at the end of race held in Kiskunlacháza according to the complex final results)
- 1st and 2nd place rewarded

Under 8 sec category

Reward per race:

1st place: € 500

2nd place: € 300

Reward of complex results:

1st place: € 1200

2nd place: € 600

Between 8 and 10 sec category:

Reward per race:

1st place: € 400

2nd place: € 200

Reward of complex results:

1st place: € 900

2nd place: € 500

Appendix nr. 2.

ENTRY FORM

DRAG CATEGORY

Place of event:.....

Date of event:.....

CATEGORY: UNDER 8 SEC ☐ BETWEEN 8 and 10 SEC ☐

RACER:

Name:	**Date of birth:**
Address:	**Nationality:**
Mobile ph. nr.:	**E-mail:**
License type:	**License nr.:**

CAR TYPE:

Type:	**Capacity(ccm):**
Best time:	**Best speed:**

Results: .....

.....

.....

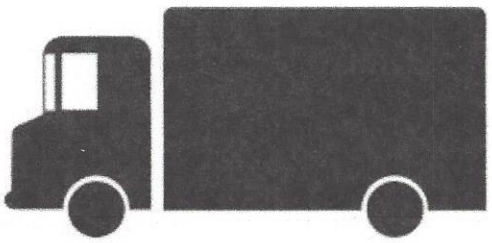
.....

MECHANICS/HELPERS:

1. name:	2. name:	3. name:

SERVICE VEHICLE:

LENGHT:.....



WIDTH:.....

Right-side open ☐

TOTAL WIDTH (with the camp): .....

Left-ide open ☐

I accept the conditions of the race, I have full responsibility on the mechanics and on myself. I take part on the race on my own responsibility, I do not make any vindications for the organiser in any case of injury or damage.

Date:	Signature:

Appendix nr. 3.

SAFETY REQUIREMENTS (Created by the Drag Racing Committee of the MNASZ)

- In Pro cars, the usage of crash helmet type "E" is obligatory. The use of a crash helmet with at least a "Motorsport approved" or higher qualification is recommended.

- Fireproof overalls shall be worn in every pro category

Approved homologations:

- FIA 8856-2000

- SFI 3.2A/1 and higher versions

- In case of SFI 3.2A/1 and SFI 3.2A/3 clothing, long, fire-proof, homologous underwear shall be worn (parts: top, trousers, socks)

- In case of methanol or nitromethane-powered cars, long, fire-proof, homologous underwear shall be worn (parts: mask, top, trousers, socks)

- It is recommended to wear long, fire-proof, homologous underwear below fire-proof overalls

Approved homologations:

- FIA 8856-2000

- SFI 3.3

- In case of methanol-powered cars, wearing homologous gloves is obligatory, and for everyone else it is recommended

Approved homologations:

- FIA 8856-2000

- SFI 3.3

- In case of methanol-powered cars, wearing homologous shoes is obligatory, and for everyone else it is recommended

Approved homologations:

- FIA 8856-2000, -SFI 3.3

Appendix nr. 4.

General rules of the Pro class

- Modification and subsequent charging of the engine, the chassis and the exhaust system are permitted. The exhaust system shall transport the gases from below the bodywork of the vehicle and prevent the flue gas from entering the passenger compartment or the vehicle body.

- In the Pro categories the engine can be located anywhere and it is not required to be identical with the branding, so a Renault car may have e.g. a Ford engine installed. A solid surface shall isolate the engine from the passenger compartment and the driver's seat. In case the engine is relocated in the car and thus the original firewall cannot fulfil its protective purpose, the following minimum safety materials shall be used. The engine and the elements of the powertrain (gearbox, drive shaft, axle gear) shall be isolated from the driver with an at least 3 mm thick iron/steel plate or a substitute 4 mm thick Kevlar protective shield.

- The driver's cell shall be established in a manner that is closed from the lower side, and total isolation shall be provided with the installation of supplementary bulkheads, if necessary.

- No through pipes shall be located in the passenger's compartment (except for the pipes of the original heating system) which could leak fluids causing burns to the driver in case of an accident (coolant, motor oil, transmission oil). In case the placement of such pipes is necessary, they shall be installed within another protective tube or a sealable tunnel, through the entire length within the passenger's compartment. (Except for the application of special, multi-layer pipes homologous in racing sports, which shall be considered as installed in a separate protective tube)

- In case a chain-driven engine is applied as the powertrain of the car, the chain shall be covered with an at least 2 mm thick metallic chain-guard to prevent the crushing of the chain or accidentally intruding foreign objects.

- In the AP1-AP5 categories, the use of external bodywork elements is obligatory.

- The bodywork shall be designed to enable rescue from the driver's cell from at least two directions. In case the lever, handle, cable or other solution used to open the door is not clearly identifiable or apparent, it shall be provided with a conspicuous marking that would be swiftly identifiable for the rescue team.

- The type and capacity of the water cooler can be selected freely. As long as it does not intrude into the driver's cabin, it can be placed arbitrarily.

- Fuel, oil, coolant tank. These shall be isolated from the driver's cabin using firewalls, in order to prevent fluids from entering the cabin in case of a spill, a leak or the failure of the tank. The cap of the fuel tank shall not extend beyond the cover of the bodywork, and it shall be free from leaks. The storage of fuel in the car, at a temperature more than 10 degrees C below the ambient temperature is prohibited.

- Decreasing weight is only permitted in the Pro categories, the replacement of bodywork parts with plastic elements and the installation of pipes in the car do not cause a step to the next upper category. Each bodywork elements, including the side and read windows, shall be composed of solid polycarbonate with the thickness of at least 3 mm. The windshield may be original or subsequently

installed as well, but is shall be composed of solid polycarbonate with the thickness of at least 3 mm. In case of a polycarbonate windshield, at least 1 vertical bracing shall be applied. Scrutineers shall reject vehicles with windshields that are damaged to the degree that they impede the view and there is possibility of suffering further crack during the event.

- The use of stabilizer wheels is prohibited! In the Pro categories, thin wheels designed especially for drag racing and a high speed may be applied.

- In the Pro categories, any type of slick tires may be applied. Entry into upper categories is not permitted in the categories. Exceptions:

- a car able to achieve a better time than 10.5 s on 402 m may proceed to the AP4 category from any category –

- Entry into the upper category of "SPECIAL" is permitted if it is justified by the result achieved by the car: in case of cars that achieved less than 9.5 s on 402 m, or 6.5 s on 201 m.

- After the entry into upper categories, returning to the original category is not possible in the same season with the specific vehicle

- In case of cars faster than 10.0 s on 402 m in Pro categories (or 6.3 s on 201 m), or in case of cars selected by the scrutineers, the installation of a roll cage is obligatory! The minimum design of the roll cage is the following: The main gate shall be positioned up to 10 cm behind the head line of the driver, which shall be bolstered to the rear tower or the undercarriage. The angle of the bolsters relative to the vertical axis shall be at least 30 degrees, they shall be directed in the backward direction, and they shall be straight and must fit to the internal side plates of the bodywork as tight as possible. The bolsters shall be fastened near the roof line, and also at external, upper bends of the main roll bar, on both sides of the car. The use of at least one diagonal element is obligatory, and it shall brace either the main gate or the bolsters. The upper end of the diagonal element shall be connected up to 100 mm from the connection point of the main roll bar and the bolster, and the bolster shall be joined up to 100 mm with the main roll bar connection point . Minimum material requirements for the pipes used: cold drawn carbon steel pipe with the minimum tensile strength of 350 Nm / mm2, in 45x2.5 mm or 50x2 mm in case of the main gate, and 38x2.5 mm or 40x2 mm in case of other pipes. The tie-down points of the main and the bolstering roll bar on the bodywork shall be fastened with an at least 3 mm thick steel panel, and the fastening shall be welded to the bodywork on a surface of at least 120 cm2. The roll bar frames shall be fastened with at least 3 screws. Hexagonal or similar screws shall be applied with the diameter of at least 8 mm (in the minimum quality of 8.8 according to the ISO standard). The screws shall be either self-tapping screws or they shall be provided with washers. These are the minimum requirements for fastening. The number of screws may be increased, or the steel roll bar may also be welded to the bodywork. The usage of these safety equipment is obligatory for the driver of the subject vehicle from the first occasion of achieving the limit time, even if he slows down thereafter. The installation of the roll-over protection device pursuant to FIA Appendix J, Chapter 253, Item 8 in the vehicles is recommended. Dragsters and veheicles faster than 7.5 sec at ¼ mile must be equipped with a roll-over protection device in compliance with SFI 25.1

- In case of methanol or nitromethane-powered cars, the installation of an externally and internally operable, automatic, calibrated fire extinguisher device is obligation

- In all Pro categories, the usage of the calibrated manual or built-in fire extinguisher device pursuant to FIA Appendix J, Chapter 253, Item 7 is obligatory and the usage of the electricity isolator is recommended.

- In case any type of bottle used for charging is used in the car (except for the official, fixed fire extinguisher bottle), it shall cause a step to the charged pro category appropriate to the engine displacement and the powertrain method.

- Stabilizer wheels may be used in all categories.

- The use of a dual circuit service brake is obligatory

- The fuel used in the vehicle may be any type of fuel sold in retail trade, appropriate to the specific engine type. (e.g. racing fuel is allowed, but home-made fuel mixtures with uncontrolled properties are not)

- In case of turbo-diesel cars, the injection of other fuel materials (water, methanol, nitro) shall cause the car to be classified into the pro charged gasoline category appropriate to the engine displacement and the powertrain. In case two other fuels are used in addition to diesel fuel, (e.g. methanol and nitro), the car shall be classified into the AP4 category.