



REGULATION DRAG RACING

ART. 1 - INTRODUCTION

A race of Acceleration is a competition held between two vehicles on a straight path, from a standing start and on a specific distance.

The distance can be both regulatory 402.336 m (1/4 mile) and 201.168 m (1/8 mile).

The starting point for these competitions is given by means of an electronic device commonly called "Christmas tree". Each vehicle competitor takes off when he is given permission by a signal activated by a stopwatch; detection time stops when the vehicle reaches the finish line.

The measured time between the start and the finish is the ET (Elapsed Time or, in Italian, the Elapsed Time); l'E. T. used to measure performance and also, in some types of race, to determine the procedures for the conduct of the competition.

The main purpose of a pilot of drag racing is to be the overall winner in the category in which his car is classified.

The conduct of the race involves a series of regulated against "head to head" between two machines, with detection of ET detached from each car.

Responsibility, about the efficiency and operation of the vehicle, competes to its owner and / or driver.

The function of the organizer of the competition is to equip a suitable place to its development and to facilitate the dispute, in accordance with the regulations.

The CSAI gives general guidelines based on experience, every year, in the carrying out of competitions and disseminates information that can facilitate the continuation of the specialty and the maintenance of a good organization, in conditions of reasonable safety.

ART. 1.1- LICENSES. COMPETITORS - CONDUCTOR

Are allowed, as competitors and conductors, license holders of national and international competitor / driver as follows:

A int	B Int	C Int	C senior / C Nat	C under 23	D	Base Abilità (light) (with passport light)
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Drivers of vehicles in accordance with the Highway Code ("Street Legal") must be in possession of a driving license valid; must also be in possession of the card, or at least the ACI License Competitor / Driver Regularity or license ACI able "National D" or equivalent document issued by any other National Sporting Authority adheres to the FIA. Drivers of cars with Technical Passport ACI ("Racing") must be in possession of a driving license and medical certificate of fitness and competitive sports at least one license Competitor / Driver grade "National D", issued by ACI or from any other National Sporting Authority adheres to the FIA, valid and will not be submitted authorizations.

ART. 2 - CALENDAR

The schedule should include a national minimum time interval between two rounds of acceleration equal to 14 days.

ART. 3 - TYPES OF COMPETITION

ARTICLE 3.1 - RACES E. T. A BRACKET

It 'a race of precision.

In this type of competition, two vehicles with different performance levels can race on an equal footing, since choosing the ET who wish to complete and will declare it as TD (Time stated).

The TD, chosen from each vehicle before departure, is compared to the TD chosen from the vehicle that joins in the race, so the fastest vehicle is assigned a handicap departing equal to this difference.

The start signal is thus imparted to each vehicle, in such a way that - if the TD chosen by each will be exactly respected - the two vehicles in comparison to cut the finish line at the same instant.

The early departure with respect to the start signal will result in exclusion from the competition.

The reaction time (R / T) is the element of discrimination, in the event of a tie between the two pilots identified spreads between TD and ET: if the two vehicles have covered the distance exactly nell'ET declared as a TD, the victory of the comparison will go to the driver who took the R / T shortest at the starting signal (time interval between the signal of VIA and the actual departure of the vehicle).

As in any game of precision, the early departure than the signal VIA or transit arrival with an ET less than T.D. leading to exclusion from the competition of the offending driver (Break-Out).

Each driver must be on the starting line (turning on the lights of the stage) within a reasonable time assessed by the starter, from the moment the starter gives the consent rapprochement to the starting line; penalty of exclusion from the race unless they occur proven mechanical problems.

In case of stopping the engine in the phase of approach to the starting line, the conductor will have a maximum of 90 seconds to restart the engine itself, also in this case to avoid exclusion from the race.

ART. 3.2 - RACE TO INDEX

Takes place on the measurement of the eighth and quarter mile.

This type takes place through a series of comparisons with direct elimination, leading to the proclamation of the winner of competitors who have declared their belonging category ..

Each comparison between a pair of vehicles is defined as "session".

For the designation of the winner in each round, is taken into consideration the time taken to travel the measured base with the addition of the reaction time (ET + R / T).

The distance is the internationally recognized 1/4 mile equal to 402.336 meters;; the distance may be reduced to '1/8 miles, equal to 201.168 meters.

The early departure than the signal VIA result in exclusion from the competition.

ART. 4 - CARS AND DRIVERS ADMITTED AND THEIR REQUIREMENTS

ART. 4.1 Category street A3: 1/4 - Bracket from 14,00 to rise | 1/8 - Bracket from 08.60 to rise Category street A2: 1/4 - Index of 13.00 seconds | 1/8 - Bracket from 8:00 to 8:59 seconds

For this category, a valid Driving License is enough. You'll be asked to make a Weekend License on site.

This category is for road or road improved cars, regularly registered in accordance with the rules of the road, no obligation of technical passport or mounting the roll-bar. And 'forbidden the use of nitrous oxide. The technical regulation of these cars coincides with that which allows them the normal circulation. It is permissible to use race tires. And 'forbidden the use of coolant to the cooling system of the engine can be used only water. For the safety of the rider applies with Annex 8 FIA yearbook You must wear a helmet regularly approved and clothing integral (1). Seatbelts must be type-approved road and shall be fastened from the moment the driver enters the lane entry to the area of burnout until the return in the pit area.

The clerk of the course, the Commissioners and the Starter may, at their discretion, exclude from the competition conductor're wearing clothing deemed unsafe or harmful to the driving style.

The exclusion for these reasons is not susceptible of complaint or appeal.

Within this category may also become eligible competition cars with technical passport provided they meet the technical standard for category A / A 0/1. For the drivers of these cars there is an obligation of using fireproof approved.

(1) Long pants, knitted or better long-sleeved jacket, closed footwear and recommended the use of leather gloves

ART. 4.2 - Category Pro A1: 1/4 - Index of 12.00 seconds | 1/8 - Bracket from 07:50 to 07.99 seconds Category Pro A0: 1/4 - Index of 11.00 seconds | 1/8 - Bracket from 7:00 to 7:49 seconds

This category is always required Sporting Licence ACI least category Light * valid for the conductors belonging to another ASN (foreigners), the day license.

Are touring cars with obvious modifications to the engine and / or bodywork. And 'necessary technical passport. The technical regulation of these cars is to FIA for groups N, A, GT S2000, VST, WRC, Dragster, etc. They can be used as fuels all types of petrol, diesel, natural gas, propane, methanol, ethanol and gasohol (mixture of gasoline and methanol or gasoline and ethanol).

They can use the nitrous oxide (see Art.6.1).

It is forbidden to nitromethane. And 'forbidden the use of coolant to the cooling system of the engine can be used only water.

For the safety of the rider applies with Annex 8 FIA yearbook You must wear a helmet and fire retardant clothing regularly approved, seat belts must be of an approved type and shall be fastened from the moment the driver enters the lane entry to the area of burnout until the return in the pit area. The clerk of the course, the Commissioners and the Starter may, at their discretion, exclude from the competition conductor're wearing clothing deemed unsafe or harmful to the driving style. The exclusion for these reasons is not susceptible of complaint or appeal.

Within this category may be admitted even road car without homologation (technical passport), but also characterized by high performance provided they meet the technical standard for category A / 2 A / 3. For the drivers of these cars there is no obligation of using fireproof approved but is recommended.

*** Combined with the Technical Passport Light**

ART. 4.3 - Cat.Pro Et: 1/4 Bracket from 09.00 to 11.99 sec. - Bracket 1/8 from 05:70 to 07.49 sec.

Cat.Super Pro Et: 1/4 Bracket from 07.00 to 08.99 sec. - Bracket 1/8 from 04:40 to 05.69 sec.

This category is always required Sporting Licence ACI least category C valid for conductors belonging to another ASN (foreigners), the license INTERNATIONAL.

Cars are specially prepared for motor racing. The technical regulation of these cars is to FIA for groups N, A, GT S2000, VST, WRC, Dragster, Etc. And 'need your passport and technical compliance with the safety measures required by the relevant FIA (eg' use of the braking parachute for all cars that can exceed 241.4 km / h output from the quarter mile). They can be used as fuels all types of gasoline, diesel fuel, natural gas, propane, methanol, ethanol and gasohol (a mixture of gasoline and methanol or gasoline and ethanol) .E 'prohibited the use of liquid refrigerant for the cooling system of the engine can be used only water. They can use nitrous oxide (see Art. 6.1). It is forbidden to nitromethane.

For the safety of the rider applies with Annex 8 FIA yearbook You must wear a helmet and fire retardant clothing regularly approved, seat belts must be of an approved type and shall be fastened from the moment the driver enters the lane entry to the area of burnout until the return in the pit area.

The clerk of the course, the Commissioners and the Starter may, at their discretion, exclude from the competition conductor're wearing clothing deemed unsafe or harmful to the driving style. The exclusion for these reasons is not susceptible of complaint or appeal.

In these categories are strictly forbidden all types of computers that partialize (electronically, mechanically or pneumatically) the delivery of the engine after the departure according to pre-set parameters with the end goal of hitting time repeatedly. Such as the Throttle Stop.

ART. 5 - TRACKS

Apply the safety rules dictated by ACI.

The approval of the track is of national and is performed by a technician in charge.

A MISUSE, the organizer must apply at least one month before the race, sending a detailed plan and scale at least 1: 1000, which are listed all the preparations of security required by the regulations in force.

ART. 5.1 - RACE TRACKS

The tracks of drag racing being straight with constant width of at least 11 meters (m. 4.5 for each lane, m. 1 for minimum lateral side of the dock) and a length equal to 1/8 or 1/4 mile.

Are permitted longitudinal gradients of up to 1% and cross slopes up to 2%, provided that the slope not constitute disturbance of grip conditions of the vehicles in the race. In the deceleration zone, for the purpose to help slow and the bus stop, the maximum slope allowed is 5%.

Must be provided for lanes to be back in the paddock from the race track, the minimum width of 2 meters, possibly on asphalt, separated from the race track and external to it; where this is not possible, the return can be made along the same path, after the suspension of the race for the duration of the phase of return, under the responsibility of the Clerk of the Course.

ART. 5.1.1 Spaces deceleration and respect

Must be provided, free of any obstacle: at least 10 meters before the starting line; if the cars allowed are the only classes A least 120 or 250 meters (respectively 1/8 and 1/4 mile) after the finish line, intended for deceleration; if they are also allowed vehicles of classes Pro and Superpro, distanced held deceleration will be at least 200 meters and 400 meters respectively 1/8 and 1/4 mile. Measured at the base can be added to the area of burnout and alignment, before the start line.

ART. 5.1.2 Delimitation of the spaces in the alignment and departure

The distance of the line of pre-staging from the starting line is cm. 40.6; the distance of the line from the line of staging departure is cm. 17.8. The traffic light multiluci must be placed at the exact center of the track, on the longitudinal line that divides the two lanes, the minimum distance of twenty feet (6,096 meters) from the starting line.

ART. 5.1.3 Safety of the public

The public must always be confined at a safe distance from the race track.

ART. 5.1.4 Pit area

The area reserved for Competitors must be equipped with a guarded entrance, independent from that of access to spectators. The pit area can be equipped with a sound system so that they can clearly Competitors receive announcements and calls specifically authorized or required by the Race Director and / or from the Starter (when this is another person).

ART.5.1.5 lanes Placing on track.

Said path must be clearly defined by the Organizer, must be supervised by a special Organization staff and can not be occupied, or used by spectators crossed when both being conducting any stage of the competition.

ART. 6 Fuel admitted

To the exclusion of the category ETSportsman (A2 and A3), are used as fuels all types of petrol, diesel, natural gas, propane, methanol, ethanol and gasohol (mixture of gasoline and methanol or gasoline and ethanol). It is forbidden to nitromethane.

ART. 6.1 Nitrous Oxide

Shall also be permitted on supercharged engines plants that deliver nitrous oxide, as long as they satisfy the requirements described below: The equipment for the nitrous oxide must be certified as meeting the standards in force by the Manufacturer or its representative national - in case of plants produced outside the European Community - and must be described by a diagram with design "exploded" the complete system. In accordance with this scheme, they must be installed on the vehicle: every change to the assembly diagram is prohibited.

On the bottles must bear the punching DOT-1800 pounds (124 bar) for plants not Italian, while for domestic products is covered by the rules laid down by the Ministry of Transport about the approval of the pressure vessel. It highlights the fact that, according to those rules, it is forbidden to recharge on the Italian territory cylinders unapproved or expired approval.The cylinders must be mounted in a safe and stable (not Allowed terminals of rubber or flexible ties or bands of the junction, that is, each type of constraint that is not schematized as "perfect fit").

The path of the gas must be made entirely with joints and pipe "high pressure" of steel mesh, type - ie - FIA approved for pressurized fluids.

It is forbidden to any heating system of the cylinders with the exception of cases provided by the FIA.

If the cylinders of nitrous oxide in the carrier, they must be equipped with a safety valve with the exhaust outside of the vehicle.

ART. 7 execution

The organizer must provide rounds of free practice that can not be less than a minimum of one to each rider in writing and at least two qualifying sessions.

From that list is extracted the "field of qualified" to compile the ladder of the couplings of the phases preliminaries. The pairings for departures during practice will be random

ART. 7.1 Single starts.

If the field entered, skilled or semi-finalists is composed of an odd number of Competitors, a round will be held by a single competitor, who will perform the "solo" and will always be a winner.

ART. 7.2 Handicap.

"Handicap" is the rebate in seconds and hundredths of seconds enjoyed by the pilot that is matched departure to an opponent who has achieved less time in the earlier stages in the race for the categories Bracket. In the course of the race is the faculty of the conductor to use the option "modify" the stated time being entry, expressed in seconds and hundredths of a second, it will never be less than the minimum time of category. The "declaration" must be communicated to DG at least 10 minutes before your departure .. If both Conductors incur in the "breakout" is declared the winner the one who has the least margin of error with respect to the stated time, whatever it is.

ART. 7.3 Preliminaries.

The competition begins with the elimination round. It is an elimination tournament between a given group of pilots enrolled in each class.

Preliminary phases are allowed only the drivers included in the "field of qualified" drawn up at the end of the Free Practice.

Are admitted to the Preliminaries a maximum of thirty competitors, or sixteen competitors, or eight competitors in each class.

The Preliminary provide mating second ladder Fia.

The next step will be allowed the winners of each confrontation.

ART. 7.4 Semi-Finals and Finals.

Applying the same method described for the Preliminaries, the number of competitors will be halved at each stage next. Will be strictly adhered to the procedures regarding the choice of the lane and combinations for each round.

The semifinals have time when you have only two drivers qualified for the final.

ART. 8 COMMON RULES

ART. 8.1 Interruption of the race

Will be deemed to have finished the race if it is achieved at least the completion of a phase of qualification; in this case will stand the classifications drawn up until then.

Nothing will be considered instead the race (and then to be repeated) if it is stopped before completion of first phase of qualifying.

ART. 8.2 Race numbers for categories

The number 700-799 category Super Pro Et

The number 600-699 category Pro Et

The number 500-599 category A0

The number 300-399 category A3

The number 200-299 category A2

The number 100-199 category A1

ART. 8.3 Awards

Provision must be made awards of honor that must be declared by the Organiser in the Supplementary Regulations.

ARTICLE 9 CARS AND DRIVERS ADMITTED TO CATEGORIES A2 A3

ART. 9.1 Requirements of the vehicles.

The aesthetic, mechanical and for frames of vehicles allowed to be inspired by the principle of "Eligibility and tolerance" in place in the roadside check. Not prompted the technical passport.

ART. 9.2 Scrutineering.

The scrutineers will check that these cars A3 A2 have the normal requirements of the cars circulating in accordance with the rules of the road.

It is the faculty of Stewards to request, at any time, the repetition of the Scrutineering, especially in case of accident and whenever a legitimate doubt tips further careful analysis.

Must be removed for the duration of the race every accessory which does not have stable connection with the chassis.

ART. 9.3 Bodywork

The bodies of vehicles allowed to be that originally manufactured and marketed to the general public by the manufacturer for the specific model, as per indicated in the owner of Circulation; in particular, are not allowed and must be removed, if present, and with the specific approval of the scrutineers, the aerodynamic (spoilers, side skirts) after market that can reasonably determine DANGER to the race.

Will be deemed irrelevant, for the overcoming of the Scrutineering, the adoption of additional instrumentation to that for the original model by the Manufacturer.

ART. 9.4 Chassis

The vehicles admitted to Race Acceleration in the categories A3 A2 must not include any kind of modification, or relocation of processing elements of the chassis if not provided by the manufacturer and specifically mentioned in the owner of Circulation. In particular:

- a) Clutch: must be of the same type, make, model and size provided by the manufacturer for the specific model or compatible (equivalent) and maintain the same features;
- b) Change: must be of the same type (manual or automatic) provided by the manufacturer for the model specific; must have the same number of gears and gear ratios must be exactly those provided and approved by the Manufacturer.
- c) It will be considered irrelevant changing the lever used to drive the inclusion of gears, provided the length, the handle and the material used for its realization does not constitute injury for safety.
- d) drive shaft, differential and axle ratio: not tolerated changes of any kind to these elements, except those provided for normal maintenance. In particular, it can not, under any circumstances, be admitted a different final report.
- e) Suspension, shock absorbers, drawbars and similar should be placed in the same position provided by the manufacturer for specific model; must be of the same size; must ensure the same race or excursion from the original and the same stiffness.

ART. 9.5 Wheels and tires

The wheels must be of the same type, diameter and width of the channel provided by the manufacturer for the model specific.

When the manufacturer has approved various measures relating to the rim is the right fit the Competitor circle that feels better.

The tires must be of the measures provided by the manufacturer as original equipment; is the faculty Competitor, if they are provided and approved by the manufacturer different types of rim and / or tires, mount the combination (provided upon approval of the specific model of the manufacturer) that feels better.

In particular it is possible, if they are available on the retail market on the whole national territory, the tire fitting soft compound and tread reduced or non-existent (tires slicks or similar, provided in no case rebuilt or reconditioned); mounting tires slicks on rims must be approved.

ART. 9.6 Engine.

The engine must be unequivocally that fitted by the manufacturer at the time of construction of the vehicle. Therefore, the identification serial number of the engine must be exactly the one shown on the Booklet circulation; the physical medium (plate engraving) of the engine number must clearly and unequivocally be the one provided, mounted or affixed by the manufacturer.

All the details of the accessories block (crankshaft, bearings, connecting rods, pistons piston rings, gaskets, intake and exhaust valves, springs, shorts, barbells, carburetor or fuel injection system, candles, pumps for petrol and oil, electrical, cooling and lubrication) must be those specifically provided by the manufacturer for the specific model or, however, and in any case, widely available public throughout the country such as "spare parts" usually commercially.

ART. 10 - TECHNICAL PASSPORT

ACI issue a passport for specific technical cars Dragster Pro ET and ET Superpro that run in specialties acceleration.

Will be used cars possess traditional technical passport

The technical passport Dragster will be released to the cars also not limited to the FIA homologated categories for which the competitor requires the entry, except that the car may also take part in the categories less, but never in a faster one.

ART. 11 - Complaints / appeals

Not allowed claims of a technical nature; therefore should not be expected nor the "parc ferme", nor the Post-race checks.

ART. 12 - OFFICIALS

For the management of these races acceleration is required the presence of:

1 Competition Director

1 single judge, appointed by ACI / CSAI and chosen from the books of the Stewards

1 scrutineer appointed by ACI / CSAI and chosen from the books of Scrutineers

1 verifier Sports

1 verifier Technician

1 Exhibition Office

an adequate number of Marshals

1 starter

1 team for the detection of the times