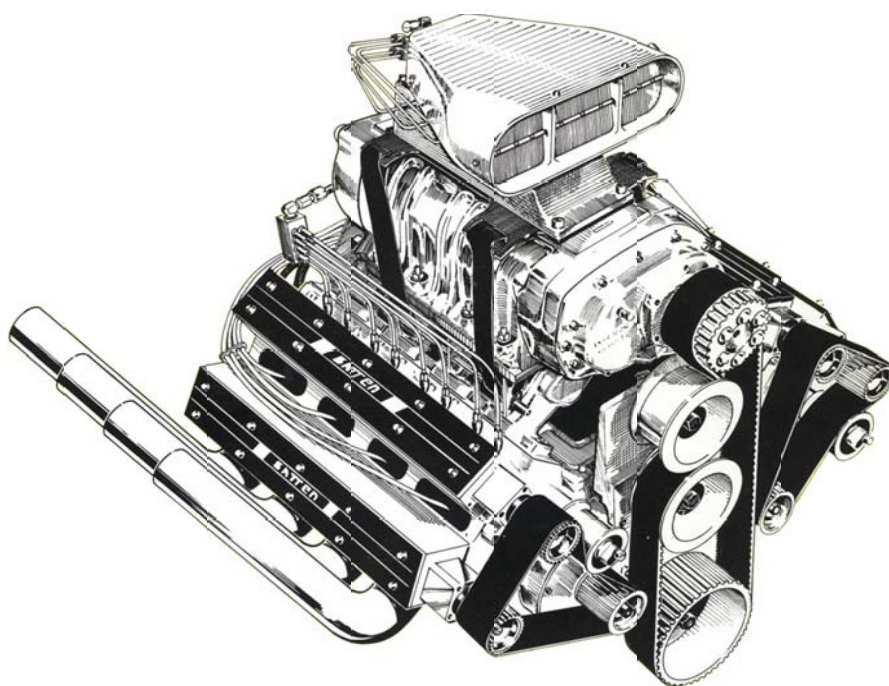


# Competition Rules

## Drag Racing



**Nitroz AB**

Version 25-E #03

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## 1. About Nitroz Motorsports

Nitroz Motorsports supports individuals, businesses, and clubs in the administration of all types of motorsport activities in Sweden, including training sessions and competitions for cars, motorcycles, and boats.

Nitroz Motorsports provides an insurance solution based on license management and a regulatory framework for both training and competition. This insurance covers organizers, participants, officials, and spectators.

Nitroz Motorsports is affiliated with the SFI program.

The main website for administration is [www.nitroz.se](http://www.nitroz.se).

You can reach us by email at [info@nitroz.se](mailto:info@nitroz.se) or by phone at 08-711 55 60.

Our office is open on weekdays from 09:00 to 17:00, with a lunch break from 12:00 to 13:00.

**Nitroz AB**  
**Annelundsvägen 14**  
**S-141 44 Huddinge**

## 2. Definitions

Drag racing is a motorsport held on a straight track, where the most common racing distances are:

- Quarter mile, i.e. one-quarter of an English mile: 402.33 meters
- Eighth mile, i.e. one-eighth of an English mile: 201.17 meters

Other racing distances may be used depending on factors such as safety zones, the length of the straight versus the braking area, wind conditions, etc. Races begin from a standing start in relation to a clearly defined starting line.

For the purposes of this rulebook, any event including competition, exhibition runs, sponsor runs, training sessions, time slip practice, or test & tune is hereafter referred to as a race. This means that all such events under Nitroz Motorsports follow the same regulations.

A race typically consists of two parts:

- Qualifying
- Elimination

Qualifying determines a participant's position in the elimination ladder. The number of qualifying participants who advance to elimination is specified in the invitation for the event. Each winner in the elimination round advances to the next round. A competitor who loses during elimination is removed from the elimination process. The winner of a race heat is the one who first crosses the finish line provided the race is conducted properly and no rules are violated.

Race vehicle - This term refers collectively to both the vehicle and the driver's personal protective equipment. These rules apply to all classes run under Nitroz Motorsports at the event in question.

A race is typically a three-party agreement between Nitroz Motorsports, the Organizer, and the Participant.

Nitroz Motorsports does not interfere with ladder structures, local class definitions, or series/cup scoring. These are the responsibility of the organizers or driver associations. Nitroz Motorsports provides administrative support via [nitroz.se](http://nitroz.se), along with an insurance concept that includes license management, track licensing, and the regulatory framework for competition.

Expression used in these rules:

General abbreviation ST = ("SlutTid" is Swedish for "Elapsed Time").

Term	Definition	Comment
Heat	A competitive run during the event	
Test	A non-competitive run	Also called "Test & Tune" (TT)
Winner	Winner of the heat	
Eliminated	Removed from the competition	
Excluded	Removed from competition	Can still participate in Test & Tune
Disqualified DQ	Removed from further participation	Not allowed to continue with Test & Tune
Suspended	Temporarily banned (time-limited penalty)	
Yellow card	Warning	A warning can escalate to a disqualification
Red card (DQ)	Removed from further participation	Not allowed to continue with Test & Tune

### 3. Responsibility

Nitroz Motorsports, the organizer, and the competitor all share responsibility for raising issues, identifying errors, and addressing competition-related matters as governed by the Nitroz Motorsports rulebook.

#### 3.1. Nitroz Motorsports

Nitroz Motorsports is responsible for maintaining and updating licenses and their administration.

Nitroz Motorsports is also responsible for maintaining and updating track licenses and their administration.

Nitroz Motorsports is responsible for maintaining and updating the rules.

#### 3.2. Organizer

The organizer is responsible for ensuring that a valid track license is in place for the event in question.

The organizer must provide information regarding the schedule, safety, organization, starting procedure, qualifying, and type of elimination. This information may be included in the invitation and/or communicated verbally, for example, at a drivers' meeting at the competition site.

The organizer must prepare and publish lists showing qualifying rankings, results, and elimination ladders per class. This should be provided digitally and/or on-site, in accordance with section 6.7.4.

The organizer is responsible for complying with the rules and must report any discrepancies related to the competition or rules to Nitroz Motorsports and/or the competitors.

The organizer is also responsible for complying with Swedish laws regarding motorsport, environmental regulations, and necessary permits.

#### 3.3. Competitor

The competitor is responsible for registering themselves, any co-insured persons, and their race vehicle with the organizer upon arrival at the event.

The competitor is responsible for submitting the race vehicle for technical inspection.

The competitor is responsible for ensuring that the race vehicle is prepared and meets the requirements for competition.

The competitor must comply with the rules and report any discrepancies related to the competition or rules to the organizer and/or Nitroz Motorsports.

## 4. Race Organization

Members of the race organization may not participate in a race where their position could lead to a protest.

Official notices must be signed and dated with the date and time by the responsible official within the race organization.

Members of the race organization must register their name and personal ID number when participating in an event.

To carry out a race, at a minimum the following roles must be designated: race director, safety officer, starter, technical inspector, and judge.

### 4.1. Technical Inspection

The technical inspection staff is responsible for following Nitroz Motorsports' rules regarding technical matters. Staff must be qualified in technical issues.

They are responsible for ensuring that technical inspections are conducted and documented before, during, and, if necessary, after the race.

The staff is required to report any irregularities to the safety officer.

### 4.2. Pits / Staging / Lanes

The layout of the pit area is determined by the organizer.

### 4.3. Race Director / Competition Manager

The race director must, prior to the event, review the invitation, track license, competition permit, police permit, and any other required authorizations for the event in cooperation with the safety officer.

The race director must, well in advance of the first start, jointly with the safety officer, review the track license and the placement of personnel in the race organization's safety/rescue roles.

The race director must also, well in advance of the first start, confirm with the safety officer that the safety and rescue resources required under the track license and/or the competition classes are present at the event.

All of the above functions may be delegated by the race director.

### 4.4. Safety Officer

The safety officer must, prior to the event, review the invitation, track license, competition permit, and any other required authorizations for the event together with the race director.

Well in advance of the first start, the safety officer must:

- Review the track license and the placement of personnel in the race organization's safety/rescue roles with the race director.
- Ensure that the safety/rescue resources required under the track license and/or competition classes are present at the event.

The safety officer is obligated to report any irregularities to the race director

#### **4.5. Starter**

The starter has one of the most demanding roles in a drag racing event. A starter must be meticulous and possess a thorough understanding of the rulebook.

#### **4.6. Timekeeping**

The timekeeping official is responsible for ensuring that all results presented to the race director are accurate. Precision and a solid understanding of the rulebook are required.

#### **4.7. Judge**

The judge shall make decisions based on factual information obtained from relevant officials, such as the technical inspector, starter, safety officer, or timing official, etc. This means that the judge is not required to have personally witnessed the incident in question.

The judge is responsible for determining whether the race is being conducted in accordance with the Nitroz Motorsports rules. The judge shall also rule on any protests that may be submitted.

The judge is not responsible for the race organization or the execution of the event. The judge may not hold any other role or assignment during the event.

#### **4.8. Announcer**

The public face of the race.

Also responsible for helping to maintain order in the event of an accident or similar incident.



## 5. Race Execution

### 5.1. Invitation

The organizer is responsible for publishing the race invitation.

The organizer must prepare the invitation in accordance with Nitroz Motorsports regulations. The invitation must include at least the following:

- Organizer of the race
- Date of the race
- Participating classes, including start procedure, qualifying criteria, and elimination ladders
- Information about the race organization, e.g. race director, safety officer, judge, timing official
- Information on any restrictions, such as permitted noise levels, pit silence periods, or environmental criteria
- Information about pit surface conditions
- Requirement for fire extinguishers
- Entry fees and prize details

### 5.2. Registration

Anmälan kan bara ske för en bil per klass under en och samma tävling. Arrangör ska upprätta deltagarlistor för respektive klass.

### 5.3. Withdrawal

Competitors are obligated to notify the organizer if they are withdrawing from the race. The withdrawal procedure must be described in the race invitation.

### 5.4. Canceled or Postponed Race

The race organization, together with the organizer, decides whether a race must be canceled or postponed. This decision must be communicated to competitors and participants as soon as possible.

### 5.5. Technical Inspection

The organizer must prepare inspection lists for each class.

The organizer must assign a unique competition number to each competitor. The competition number must be designed and placed in such a way that it is clearly visible for timing staff, race officials, and safety personnel for identification purposes.

### 5.6. Competition

A race heat begins when a track official signals the race vehicle to approach the starting line.

#### 5.6.1. Burnout

Mechanics or other insured team members may assist in the starting area but may not touch the vehicle during the burnout procedure or otherwise hold it in place.

If burnouts past the starting line are prohibited, this must be stated in the invitation and specify which classes it applies to.

Vehicles that pass the starting line during burnout must reverse back under their own power - except for motorcycles and Junior Dragsters / Alteredds.

Burnouts in the pit area, staging lanes, return road, etc., are strictly prohibited.

### **5.6.2. Starter**

At the starter's signal, drivers slowly approach the starting line and observe the upper white position light on the Christmas tree - the pre-stage light.

During elimination:

Once the starter has signaled that staging may begin and one competitor has entered the stage, the other competitor must enter the stage without delay. If this does not occur, the starter will activate the timing system without warning. The competitor who is not in stage at that point is excluded from the run.

The final decision to initiate the start always rests with the starter.

### **5.6.3. Staging**

Staging must be completed with the front wheels.

Once the pre-stage light is illuminated, no team member or mechanic may touch the race vehicle.

During qualifying, it is up to the starter whether a competitor may restart the staging procedure if they fail to stage correctly.

In elimination, the competitor must complete staging correctly.

### **5.6.4. Pre-stage**

The pre-stage light illuminates when the front wheels break the first beam of the starting system. The race vehicle then continues to move slowly forward and observes the lower white position light on the Christmas tree - the stage light.

### **5.6.5. Stage**

The stage light illuminates when the front wheels break the second beam. The race vehicle is now staged and ready to start - or to proceed into deep stage, if allowed.

If the competitor has crossed the starting line, they must reverse at least one vehicle length and then reinitiate the staging procedure.

It is absolutely prohibited under any circumstances to reverse into stage, as in the heat of the moment, a competitor may fail to shift into forward gear and remain in reverse.

### **5.6.6. Deep Stage**

In certain classes, the race vehicle may be allowed to move further forward after staging, causing the pre-stage light to turn off while the stage light remains on. This is called deep stage.

It is absolutely prohibited under any circumstances to reverse into deep stage, as in the heat of the moment, a competitor may fail to shift into forward gear and remain in reverse.

### **5.6.7. Start**

When both the pre-stage and stage lights are illuminated, the race vehicle is positioned for start. The starter then initiates the timing system - e.g., via a start button - which activates the Christmas tree.

### **5.6.8. Guard**

Timing begins when the front wheels pass the guard beam.

### 5.6.9. Red Light (False Start)

If the driver moves too far forward and exits the stage beam or breaks the guard beam before the green light is illuminated on the Christmas tree, it is considered a false start, and the red light will appear. The driver may still receive a result for the run during qualifying. However, the driver is excluded from the run if this occurs during elimination.

In the case of both drivers false-starting, the driver who false-started first is deemed excluded from the run.

If both race vehicles enter stage under their own power but one vehicle breaks after the Christmas tree is activated, the other vehicle is still subject to the false start rule for paired runs.

If both race vehicles leave the starting line before the first amber light illuminates, i.e., before the Christmas tree has been activated by the starter, both are excluded from the run.

## 5.7. Qualifying

The organizer determines the qualifying system, for example based on reaction time, difference between dial-in and ST, Elapsed Time, vehicle type, etc.

All qualifying times that are above the class breakout are considered valid.

If the competitor has run quicker than the safety breakout during qualifying, the competitor is disqualified from the event. Disqualification means that all results stand up until the point of disqualification.

If qualifying cannot be completed, random drawing may be used:

- The first round of elimination is then decided by a draw, and subsequent elimination rounds proceed as normal.

### 5.7.1. Qualifying Position – Reaction Time

Once all drivers with positive reaction times have been placed in the list/ladder, drivers with negative reaction times are added. For drivers with only negative reaction times, the time closest to zero is used.

The driver with the reaction time closest to zero is placed first, the next closest is placed second, and so on.

### 5.7.2. Qualifying Position - ST

Placement in the qualifying list/ladder is done as follows:

For all drivers with a time equal to or above the breakout, the fastest time is counted.

The driver with the best time at or above breakout is ranked first in qualifying, the second-best is ranked second, and so on.

Once all drivers with times above the breakout have been placed, drivers with times only below the breakout are added at the end of the list/ladder.

The driver with the time closest to the breakout is placed first among them, then the next closest, and so on.

The driver with the greatest breakout (i.e., the one who undercut the breakout the most) is placed last in the qualifying list and ladder.

Note: The order of breakout vehicles may be modified according to the organizer's class-specific regulations.



### **5.7.3. Qualifying – Lane Choice**

Lane choice must be specified in the event invitation.

Example: Alternation between left and right lane. Decision made by official.

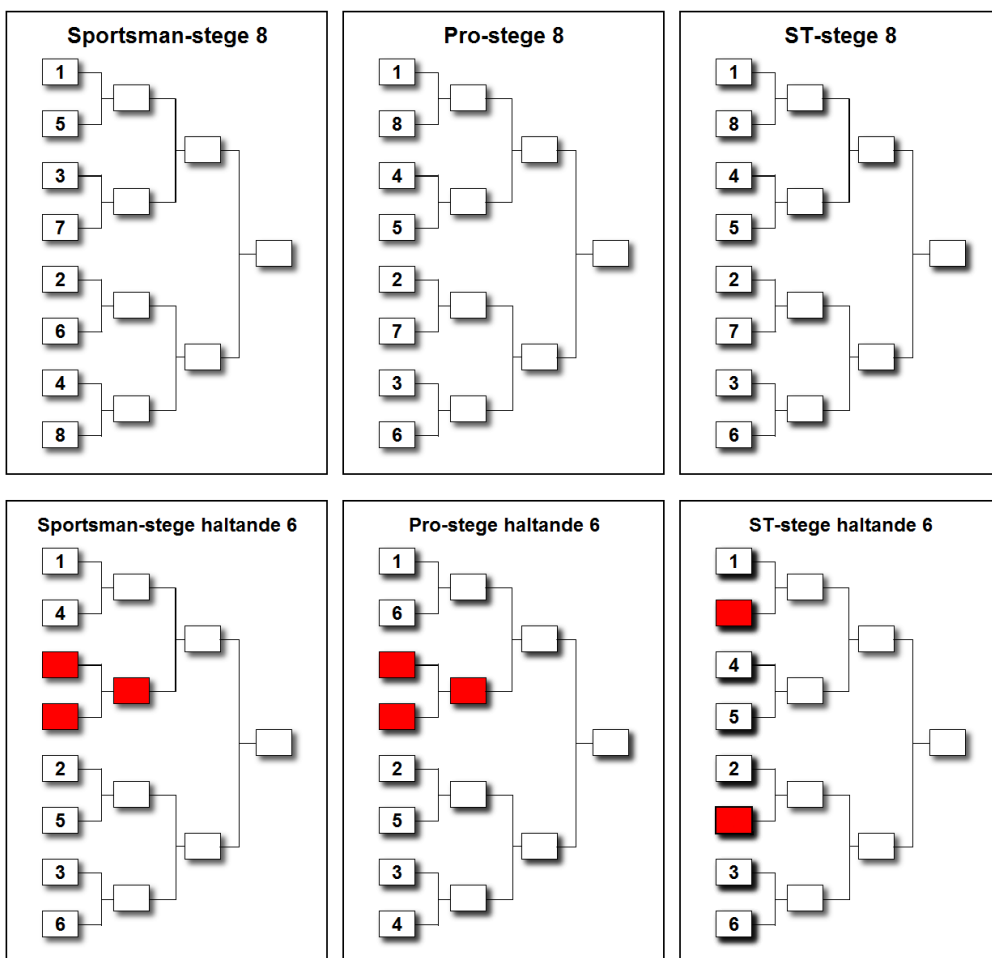
## 5.8. Elimination

### 5.8.1. Elimination Ladders

There are several types of elimination ladders. The three most common types are:

- Sportsman Ladder – e.g., in a 16-car ladder: Qualifier 1 races Qualifier 9, Qualifier 2 races Qualifier 10, and so on.
- Pro Ladder – e.g., in a 16-car ladder: Qualifier 1 races Qualifier 16, Qualifier 2 races Qualifier 15, and so on.
- ST Ladder – e.g., in a 16-car ladder: Qualifier 1 races Qualifier 16, Qualifier 2 races Qualifier 15, and so on.

Note: Pay close attention to the differences between incomplete or uneven ladder types.



For ST, Elapsed Time, ladders, if the ladder is not full, a bye run is awarded to the highest-qualified drivers - applies to the first round only.

All three ladder types can be used for elimination fields of 4, 8, 16, 32, or 64 cars.

If only two competitors have qualified, a match race will be run.

Elimination fields larger than 64 cars are not permitted.

The race director may decide to use a smaller ladder size in order to complete the event on time. The race director may also move the elimination phase earlier in the schedule to ensure the event can be completed (e.g., running elimination in certain classes on Saturday during a two-day event).

For Junior Dragster classes, the Sportsman ladder is recommended.

For ST safety categories, the organizer is free to choose the ladder type. However, the chosen ladder type must be clearly stated in the event invitation.

The ladder size is determined by the race director, with recommendations as follows:

Elimination Field	Qualified Entries
4 vehicles	Minimum 3
8 vehicles	Minimum 6
16 vehicles	Minimum 13
32 vehicles	Minimum 28
64 vehicles	Minimum 58

### 5.8.2. Elimination – Handling of Alternates

If a driver is unable to bring their vehicle to the line for the first round of elimination, their spot may be taken - if time permits - by the alternate who ranked closest outside the ladder during qualifying.

An alternate may only enter the ladder at the explicit instruction of the race director (or someone delegated by the race director).

If more than one alternate is eligible, they enter in the order the runs are scheduled.

### 5.8.3. Elimination – Lane Choice

In elimination, the competitor with the best time relative to index or ST, Elapsed Time, in the previous round earns lane choice for the next round.

### 5.8.4. Winner

To win a race and advance in elimination, the race vehicle must stage under its own power.

In a planned solo run, the race vehicle is considered the winner and advances as soon as the first amber light on the Christmas tree is illuminated.

### 5.8.5. Rerun

A rerun may only be granted in elimination, and only in cases such as:

- Timing system error
- Misconduct or error by the race organization or any other situation in which the race organization deems a rerun fair.

If a rerun is granted, competitors should be given reasonable time for cooling, refueling, etc., before the rerun is conducted.

### 5.8.6. Vehicle Change During Event

A driver may change vehicles during the event under the following conditions:

- The replacement is in the same class / inspection group
- The new vehicle passes inspection requirements for the class / group
- The new race vehicle completes at least one qualifying pass
- A new, unique start number is assigned to the new vehicle and reflected in the participant list
- Previous qualifying runs from the original vehicle must be deactivated (but not deleted)

## **5.9. Conclusion of the Event**

### **5.9.1. Award Ceremony**

Drivers participating in the award ceremony, which takes place immediately following the event, must appear clean and presentable - preferably in team clothing or a driver's suit.

### **5.9.2. Post-Race Procedures**

The final results list must be made available on-site for competitors.

In the case of a championship series event, the organizer must also provide a copy of the finalized results list to the designated points coordinator for accurate points calculation.

## 6. Driver's License

### 6.1. Senior Driver's License

Obtaining a license is straightforward and requires no special knowledge - just common sense.

A valid license must always be registered at [www.nitroz.se](http://www.nitroz.se) before the first run.

For single-event licenses, the license must be registered with the driver's name and personal ID number prior to the first run (timestamp is logged).

### 6.2. Junior Driver's License

A junior is defined as someone from the year they turn 6 through the year they turn 18.

Drivers who hold a valid license from another organization are considered qualified to operate a vehicle; no additional training or driving test is required. However, a new license issued by Nitroz Motorsports must still be obtained.

For single-event licenses, the license must be registered with the driver's name and personal ID number prior to the first run (timestamp is logged).

#### 6.2.1. Requirements for License Type: Junior Dragster Mod (JDM)

Junior Dragster Mod may be driven from the year the driver turns 12 through the year they turn 18.

License type JDM is intended for vehicles running 7.90 seconds or slower over 201 meters.

The driving test for JDM must be conducted in a vehicle that qualifies within the JDM inspection interval. During the test, the race vehicle must be inspected and meet the criteria for the JDM inspection interval.

If the driver has previously driven in Junior Dragster Standard (JDS), the license is automatically upgraded to JDM upon reaching age 12.

#### 6.2.2. Requirements for License Type: Junior Dragster Standard (JDS)

Junior Dragster Standard may be driven from the year the driver turns 6 through the year they turn 12.

License type JDS applies to vehicles running 12.90 seconds or slower over 201 meters.

Requirements include:

- Completion of a start procedure review via web-based video
- Parental instruction in the rulebook
- Driving test in a vehicle that qualifies within the JDS inspection interval
- Inspection and compliance of the race vehicle with JDS criteria at the time of the test

The driving test consists of a correctly executed run as directed by the race director.

#### 6.2.3. Training / Test for New License – see table below

License Type	Theory (Required for New License)	Driving Test
ST1 License	Oral briefing on-site	Yes, including evacuation test in a vehicle matching the license time interval
ST2 – ST6 License	Oral briefing on-site	No



#### 6.2.4. Training / Test for New License via Another Organization

As a general rule, drivers who can present a valid drag racing license from another organization are eligible to obtain an equivalent driver's license from Nitroz Motorsports without additional training.

An evacuation test must always be performed in an ST1 category vehicle.

#### 6.2.5. Training / Test for Another Organization

Through contractual agreements, Nitroz Motorsports and its affiliated clubs may offer training services on behalf of other organizations.

Call for more information.

## 7. Protest Procedure

### 7.1. Time Limits for Protests

Subject of Protest	Deadline for Submission
Decision by technical inspector	Within 30 minutes of the decision. During elimination: before the next round.
Errors or irregularities	Within 30 minutes after the run. During elimination: before the next round.
Qualifying list position	Within 30 minutes after the qualifying list is published.
Elimination ladder position	Within 30 minutes after the elimination ladder is published.
Final results list position	Within 30 minutes after the final results list is published.

### 7.2. Protest Fees

See [www.nitroz.se](http://www.nitroz.se) for current pricing information.

## 8. Violations and Consequences / Penalties

Term / Expression	Meaning	Comment
Heat	A competitive run during the event	
Test	A non-competitive run	Also known as TT (Test & Tune)
Winner	Winner of the heat	
Eliminated	Loser of the heat	
Excluded	Removed from the competition	May continue to participate in Test & Tune
Disqualified (DQ)	Removed from further participation	Cannot continue to participate in Test & Tune
Suspended	Temporarily banned (time-limited penalty)	
Yellow Card	Warning	A warning may escalate to disqualification
Red Card	Removed from further participation	Cannot continue to participate in Test & Tune

### 8.1. Violations and Consequences – Qualifying

Incident	Solo Run – Penalty	Paired Run – One Driver at Fault	Paired Run – Both Drivers at Fault
Crosses centerline	Invalid heat; qualifying run will not be counted	Invalid heat for the driver at fault; qualifying run will not be counted	Invalid heat; qualifying run will not be counted
Crosses sideline	Invalid heat; qualifying run will not be counted	Invalid heat for the driver at fault; qualifying run will not be counted	Invalid heat; qualifying run will not be counted
Hits wall before finish line	Invalid heat; qualifying run will not be counted	Invalid heat for the driver at fault; qualifying run will not be counted	Invalid heat; qualifying run will not be counted
Does not cross finish line	Invalid heat; qualifying run will not be counted	Invalid heat for the driver at fault; qualifying run will not be counted	Invalid heat; qualifying run will not be counted
Starts before the Christmas tree is activated	Invalid heat; no time will be recorded		
Red light (false start)	Time is recorded and handled according to class rules		
Runs under breakout	Time is recorded and handled according to class rules		
Runs under inspected time interval	If the race vehicle runs under the allowed time range more than once during qualifying, it must be reinspected and meet the criteria for that inspection range. If the race vehicle does not meet the requirements for the new safety category, it is disqualified from further qualifying and elimination		
Runs under track breakout	Immediate disqualification		

## 8.2. Violations and Consequences – Elimination

Incident	Solo Run – Penalty	Paired Run – One Driver at Fault	Paired Run – Both Drivers at Fault
Not at the line when heat is called (upline)	Excluded	Driver at fault is excluded	Both are excluded
Cannot start engine at official's signal	Excluded	Driver at fault is excluded	Both excluded or Race Director may allow later run
Does not follow starter's instructions	Excluded	Driver at fault is excluded	Both are excluded
Touches vehicle after pre-stage light is lit (excl. rollback)	Excluded	Driver at fault is excluded	Both are excluded
Intentional delay during staging	Excluded	Driver at fault is excluded	Starter decides who delayed more
Incomplete staging under own power	Excluded	Driver at fault is excluded	Both excluded or Race Director may allow later run
Starts before timing is activated	Excluded	Driver at fault is excluded	Both excluded or Race Director may allow later run
Neutral start with automatic transmission	Excluded	Driver at fault is excluded	Both are excluded
Red light (false start)	See Note 2	See Note 2	See Note 2
Drops parts / fluids on track	No impact	Excluded if it affected the other driver. See Note 3	Excluded if it affected the other driver. See Note 3
Crosses centerline	Excluded	Driver at fault is excluded	Both are excluded
Crosses sideline	Excluded	Driver at fault is excluded	Both are excluded
Hits wall	Excluded	Driver at fault is excluded	Both are excluded
Does not cross finish line	If start was valid (one amber lit): winner	Driver at fault is eliminated	Both are eliminated
Runs under breakout	Advances in elimination	Eliminated from elimination	Driver with least breakout advances
Runs under inspection time range	Disqualified	Driver at fault is disqualified	Both are disqualified
Runs under track breakout	Disqualified	Disqualified	Disqualified

### **Note 1: Heat**

A heat begins when an official signals for engine start or approach to the line.

### **Note 2: Red Light (False Start)**

#### **False start during qualifying:**

In qualifying, a false start may affect qualifying position when reaction time is used. Otherwise, it has no effect, since time and speed are recorded regardless of the false start.

#### **False start during elimination:**

- If the driver exits the stage beam or breaks the guard beam before the green light is illuminated, it is considered an automatic false start and the driver is excluded from the heat.
- If both drivers false start, the one who false-started first is excluded.
- If both vehicles enter stage under their own power but one breaks after the tree is activated, the other is still subject to the false start rules.
- If both vehicles proceed through the water box under their own power but one then breaks, the other is still subject to the solo run false start rules.

### **Note 3: Dropping Parts / Fluids on Track**

The race director shall consider whether the driver made a visible effort during the run to avoid dropping fluids on the track or to prevent a collision with another competitor.

### **Note 4: Yellow and Red Card / Warning / Disqualification**

During both training and competition, a yellow and red card system is applied.

The intent is to allow continued participation in cases of minor violations, without immediate penalty.

Cards may be issued for both technical issues and inappropriate conduct.

A maximum of two yellow cards may be issued before escalating to a red card.

#### **Examples – Technical Issue:**

If a car has a 7.50-second safety breakout, two runs up to 0.3 seconds under that breakout may be tolerated without penalty.

#### **Examples – Misconduct:**

- Poor behavior by a driver or team toward other competitors or officials during the event.
- Performing burnouts in the pit, staging lanes, return road, etc.

Only the race director may issue yellow or red cards.

A protest against a yellow or red card must be submitted to the judge within 10 minutes.

**Fee: 100 kr (SEK).**