Technical Regulations 2026

Approved 05.03.2026

Tartu 2026

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Class Division and Starting Lights

Non-EMC Street Car Trophy Series Classes

- **Junior Bracket** - Bracket class for cars. Intended for competitors aged 12-18 years. Races over 1/8 mile. Time limit: 8.900 - 13.600. Class designation J/BR.
- **Junior Dragster** - Bracket class for special dragsters. Intended for competitors aged 8-18 years. Race on 1/8 mile. Time limit is 7,900 - 13,600 sekundit. Class designation J/DR.
- **Pro ET** - Bracket class for cars. Time limit: 9.000 - 14.999 (5.750 - 9.600) seconds. Class designation PET.
- **Street** - Index class for street cars. Class fastest time index 13.900 (8.880) seconds. Class designation ST.
- **Street A** - Index class for street cars. Class fastest time index 12.900 (8.230) seconds. Class designation ST/A.
- **Street B** - Index class for street cars. Class fastest time index 11.900 (7.600) seconds. Class designation ST/B.
- **Super Street** - Index class for street cars. Class fastest time index 10.900 (7.040) seconds. Class designation SST.
- **Street Supercar** – Index class for street cars. Class fastest time index 10.000 (6.440) seconds. Class designation SSC.

EMC Classes

- **Super Gas** - Index class for cars. Fastest time index 9.900 (6.350) seconds. Class designation SG.
- **Super Comp** - Heads-up index class for cars. Fastest time index 8.900 (5.700) seconds. Class designation SC.
- **Pro Street** - "Backhalved" body cars and tube-frame cars. Fastest index 7.600 (4.500) seconds. Class designation PS.
- **Outlaw Extreme** - "Backhalved" body cars, tube-frame cars, Dragster and Funny Car type vehicles. No engine, tyre or weight restrictions. Fastest index 6.5 sec (1/8 mile: 4.035 sec). Class designation OL/X.
- **Top Doorslammer** - 1/8 mile. SFI 25.1 tube-frame bodied cars. Fastest time index 3.66 sec. Class designation TD.

Starting Lights

- Starting light mode **Sportsman-tree**, time interval of 0.5s used in classes: J/BR, JDR, PET, ST, ST/A, ST/B and SSC.
- Starting light mode **Pro-tree**, time interval of 0.4s used in classes SST, SG, SC, PS, OL/X and TD.

General Requirements for Competitors and Competition Vehicles. Applies to All Vehicle Classes

1. COMPETITOR EQUIPMENT

1.1. The competitor must wear a helmet during the run. Only motorsport helmets are permitted. In certain classes, competing with an expired homologation helmet is permitted. The helmet must be the correct size for the competitor and its retention strap must be fastened during the run. The helmet must not have any damage, signs of impact or cracks. If the helmet manufacturer has specified a visor, it must be used. Structural modifications to the helmet are prohibited. Cutting the helmet or visor is prohibited. The helmet must remain as manufactured, except for painting/graphics; covering/taping the visor is permitted as long as it does not restrict visibility and is safe - the driver must demonstrate this to the technical scrutineer and provide justification. All helmets must have the relevant certificate attached inside.

1.2. The competitor must wear clothing covering the entire body, covering legs and arms during the competition run. Clothing made of nylon or other easily flammable materials is prohibited.

1.3. The competitor must wear closed-toe shoes and socks during the competition run. Wearing flip-flops, sandals or similar is prohibited.

1.4. If the competition vehicle uses methanol/ethanol as fuel, the jacket and trousers must comply with SFI Spec 3.2A/5 and gloves with SFI Spec 3.3/1.

1.5. In the staging area, all team members must wear closed-toe shoes, trousers extending below the knees, and the upper body must be covered.

2. GENERAL VEHICLE REQUIREMENTS

2.1. There must be no unsecured items in the vehicle.

2.2. The battery must be rigidly secured to the vehicle body. If the battery is not in its original factory location, an additional circuit cut-off switch (master switch) must be installed near the battery. If the battery is located in the passenger compartment, a fireproof externally ventilated additional enclosure is mandatory. Batteries heavier than 4 kg must be properly secured to the body with at least one minimum 15x2 mm metal strap/bracket using 10 mm bolts (see International Sporting Code Appendix J Art.255 5.8.3 Drawing 255-10, 255-11). A maximum of 2 batteries is permitted with a combined weight of 68 kg. If a lithium battery is used, the car must have the corresponding sticker on the bodywork.

2.3. The circuit cut-off switch (master switch) must disconnect the entire electrical system of the vehicle and must be clearly marked to indicate the ON and OFF positions. The switch handle must be made of metal and cannot be removable. The circuit cut-off switch must be mechanically operable.

2.4. The vehicle must have no fluid leaks of any kind. During competition, the air conditioning or climate control must be switched off to prevent condensate dripping onto the track.

2.5. Seat mounting in the original factory positions is permitted. If this is not possible, custom-made mountings must use material with a minimum thickness of 3 mm (steel). The seat

must be attached to the body/frame at a minimum of four points and secured with at least four M8 bolts. FIA 253-65B seat mounting is also permitted. Where a roll cage/roll bar is present, the seat back must be supported against the cross-tube inside the main hoop.

2.6. The vehicle must have at least a 3-point seatbelt in the driver's seat. In vehicles fitted with a roll bar or roll cage, it must have at least an SFI 16.1 compliant 3" wide harness 5-point seatbelt. When using a HANS device, special HANS-specific shoulder straps that taper at the shoulders are permitted. During the race the seatbelt must be fastened. SFI 16.1 compliant harnesses must be attached to the cross bar (may be wrapped around the bar). SFI or FIA compliant harnesses must retain their original certificates and hologram (FIA).

2.7. In vehicles fitted with a roll cage, a driver-side window net is mandatory. The window net must be mounted centrally or inward relative to the roll cage tubes (not outside the roll cage tubes). The window net must be fastened from the inside to the upper and middle side tubes of the roll cage. The locking mechanism of the net attachments must be made of metal (plastic clips, pipe clamps and similar fastenings are prohibited). All attachment points must be made in a manner that protects the driver and does not come into contact with the track barrier or track surface.

2.8. A vehicle achieving a final speed of more than 240 km/h on the track must be fitted with an FIA-compliant braking parachute or parachutes. The parachute bolt must be at least 10 mm in diameter and surrounded by a metal sleeve of at least 19 mm in diameter. The parachute safety pin must be marked with a conspicuously coloured ribbon/tape. The parachute safety pin must be removed before entering the burnout area.

2.9. The front or roof of the vehicle must have a towing eye or hook to allow towing, which must be marked with either a red arrow or a TOW label.

2.10. Every competition vehicle must compete in the class matching its technical specifications. **The vehicle must comply with the safety regulations of its class index.**

2.11. The competition vehicle's ground clearance must be a minimum of 75 mm from the front up to 300 mm behind the front axle, and a minimum of 51 mm for the remainder of the vehicle's length.

2.12. The organiser has the right to refuse the start to vehicles that comply with all the requirements in this document but are not considered safe by the organiser. This applies in particular to cases where modifications have significantly increased the vehicle's maximum speed without a corresponding improvement to brakes, suspension, handling, safety structures, etc. For modified vehicles, installation of additional safety structures (roll bar, roll cage) together with certified 5- or 6-point harnesses is strongly recommended.

2.13. When using a camera, it must be secured to the vehicle with appropriate mountings. A camera inside the cabin must be secured to the body with metal fixings in a manner that prevents it from becoming detached in an accident. A camera mounted outside the vehicle must, in addition to its standard mounting, be secured to the vehicle body in a manner that prevents it from falling onto the track - for example, with a metal cable to the body/cage. Attaching a camera to the driver, the driver's helmet, steering wheel, gear lever, pedals, etc. is prohibited.

3. ENGINE AND ANCILLARY EQUIPMENT

3.1. The use of electric motors is decided by the chief scrutineer of the competition. Anyone wishing to compete with an electric vehicle must have at least one team member present who holds an EV specialist certificate.

3.2. Internal combustion engines are permitted. Engine modifications are permitted.

3.3. The vehicle's internal combustion engine must start with a starter motor. Starting the vehicle by pushing or towing is prohibited.

3.4. The number of engine mounting points to the body must not be fewer than specified by the engine manufacturer. Modification of mountings and additional mountings are permitted.

3.5. When using a Roots-type supercharger, the safety restraints must comply with SFI 14.1. Applies when methanol/ethanol is used as fuel - a screw-type supercharger must have a burst panel installed complying with SFI 23.1, and safety restraints (straps) complying with SFI 14.21.

3.6. Fuel and oil pipes and hoses must be protected around all engine belts and moving parts. Protection must be on the hoses and/or belt.

3.7. All liquid-cooled vehicles must have an expansion tank with a minimum capacity of 0.5 litres, rigidly secured to the vehicle body or engine. It is recommended to use only water as coolant.

3.8. For supercharged/turbocharged engines, use of an oil overflow catch tank is recommended.

3.9. When using a dry sump system, use of an overflow tank of at least 1 litre is required.

3.10. Unfiltered crankcase ventilation to the atmosphere is prohibited.

3.11. The dipstick must be securely fixed to prevent it from coming out on its own.

3.12. Exhaust headers are mandatory. The exhaust system must be free of leaks and damage and securely fastened so that contact between the exhaust system and the ground is prevented in any competition situation. The exhaust system must be directed away from the vehicle such that exhaust gases are not hazardous to the driver, fuel system, tyres, track and track crew. The exhaust system must not pass through the driver's compartment.

4. FUEL SYSTEM AND FUELS

4.1. For internal combustion engines, all commercially available fuels and competition-grade petrol are permitted.

4.2. A vehicle using alcohol fuel (ethanol or methanol) must be marked accordingly (sticker).

4.3. The fuel tank must be vented/filtered to the outside air and separated from the driver's compartment by a sealed fireproof bulkhead in such a manner that fuel entering the driver's compartment is prevented. Does not apply when using an unmodified factory original system.

4.4. The entire fuel system (fuel tank, pipes, pump, etc.) must be located outside the driver's compartment and within the vehicle's body outline. Does not apply when using an unmodified factory original system.

4.5. A composite material fuel tank must be earthed/grounded.

5. NITROUS OXIDE SYSTEMS

5.1. Only commercially available, certified nitrous systems manufactured by an official manufacturer are permitted.

5.2. The nitrous bottle must be rigidly mounted to the vehicle body. Mounting with quick-release clamps, plastic straps or pipe clamps is prohibited. Containers up to 15 kg must be secured with at least two 2.5x25 mm metal straps/clamps. Containers weighing more than 15 kg must be secured with at least three metal straps of the same dimensions. Each strap/clamp must be secured with at least two 10 mm (grade 10.9) bolts.

5.3. The nitrous oxide bottle must have clear appropriate labelling.

5.4. The nitrous oxide bottle must be fitted with a pressure relief valve, which must be vented to the outside of the driver's cabin. Modification of the pressure relief valve is prohibited.

5.5. It must not be possible to activate the nitrous system when the vehicle's ignition is switched off.

5.6. The nitrous system must have its own dedicated fuse.

5.7. The nitrous system must have a switch within reach of the driver, next to which there must be a clearly legible label "N2O. ON / OFF"".

5.8. The nitrous system must be activated in such a way that it can only activate at full throttle. Releasing the throttle pedal must deactivate the nitrous system. If activation is carried out electronically via the engine management unit or a separate controller, it must also be duplicated by a switch in the throttle linkage.

5.9. Nitrous oxide bottle valve must be closed during burnout and can only be opened just before staging.

5.10. Only dedicated industrial, blanket-type heaters fitted with a thermostat may be used to heat the nitrous oxide bottle.

5.11. A competitor with a nitrous-equipped vehicle must use a fire-resistant driving suit (SFI 3.2A/5), gloves, boots and a motorsport helmet with a valid SFI SNELL certification.

5.12. A vehicle equipped with a nitrous system must have a fire suppression system in use.

6. WATER-METHANOL SYSTEMS

6.1. The use of water-methanol injection systems is permitted.

6.2. The tank, pump, pipework, etc. must not be located in the same compartment as the driver.

6.3. If the system is located in the boot/trunk, it must be separated from the driver's compartment by a firewall or box/cover of at least 0.6 mm steel or 0.8 mm aluminium.

7. GEARBOX

7.1. The gearbox must have a reverse gear.

7.2. An automatic gearbox must be equipped with a reverse gear inadvertent engagement prevention mechanism.

7.3. A vehicle with an automatic gearbox must not start if any gear is engaged.

7.4. For automatic gearboxes, only high-pressure oil hoses are permitted. Hose clamp connections are not permitted, except for factory-installed connections.

8. BODYWORK AND INTERIOR

8.1. The vehicle must not have any dangerous signs of accident damage or deterioration.

8.2. The vehicle must have at least functioning headlights, brake lights and direction indicators.

8.3. The vehicle must have front doors, which must be openable from both inside and outside throughout the entire competition.

8.4. In addition to the standard plastic and composite parts on the vehicle, plastic or composite parts may be substituted for the bonnet, boot lid, front wings and bumpers. Self-installed plastic or composite doors are permitted provided the vehicle has an FIA-compliant roll cage (see https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf „Drawings“, drawing 17).

8.5. A bucket seat with a rigid back may only be used when a roll bar or roll cage is present.

8.6. Reinforcement and safety structures complying with FIA standards are permitted. Wherever the driver's helmet may come into contact with the roll bar or roll cage, the latter must be covered with soft padding of at least 6 mm thickness. The padding must comply with either FIA 8857-2001 or SFI Spec 45.1. (vt. https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf, "Drawings", drawing 22). The clearance between the driver's helmet and the roll bar when seated in the normal position must be at least 3” (76 mm) and not more than 6” (152 mm). A roll bar is mandatory on all vehicles running faster than 11.5sek.

8.7. The vehicle's electrical wiring must be routed inside the roll cage tubes and must not be routed between the cage tubes and the body panels.

8.8. Modifications and replacement of the load-bearing body structure are permitted to a minimum extent (e.g. making room for the exhaust pipe). In that case the replacement part must be made of the same thickness material as the original part. It is advisable to consult the technical scrutineer before making any changes to the load-bearing body structure!

8.9. The front and rear subframes of the vehicle must be original. Modification (reinforcement) of the upper shock absorber mount is permitted. The load-bearing body structure from the firewall to the first crossmember must remain original and the first crossmember must be attached at the original mounting points. The inner load-bearing structures of the front wings may only be modified and replaced if a roll cage is present.

8.10. For all body modifications, the presence of a roll cage is strongly recommended.

8.11. The windscreen must be standard and free of damage that affects visibility. Other glazing may be replaced with shatter-resistant Perspex/polycarbonate of at least 3 mm thickness. The vehicle's windscreen and front side windows must be transparent to a degree that allows the track crew to see inside the vehicle. The final decision on transparency is at the discretion of the technical scrutineer.

8.12. The driver's compartment must be separated from the engine and drivetrain. The firewall must not have any unnecessary openings - these must be sealed with aluminium or steel plate. The driver's compartment must not contain fuel or engine cooling system pipes and hoses, with the exception of the standard cabin heating system.

8.13. The dashboard may only be removed or replaced with a custom-made one when a roll cage is present. Appropriate modifications may be made to the dashboard to install non-original instrument clusters and switches. There must be no sharp corners or

protruding components around the driver or on the rigid parts of the dashboard that could cause injury.

8.14. Front seats must be intact and undamaged and rigidly secured to the vehicle body or frame. The front seat back must be lockable in the upright position if the seat manufacturer has provided for this. A headrest is mandatory on the driver's seat.

8.15. Passenger and rear seats may be removed.

8.16. The vehicle's boot lid must be openable from the outside throughout the entire competition, if a fuel tank and/or battery has been installed there.

9. RUNNING GEAR

9.1. The vehicle must have hydraulic brakes on all wheels. Brake pipes must not be located in the transmission tunnel or be the lowest point of the vehicle floor.

9.2. Differentials are mandatory in all driven axles.

9.3. Vehicles equipped with a 100% locking differential (so-called "spool") are required to use competition-grade steel half axes. Axes with C-clips must have C-clip eliminators.

9.4. The vehicle's tyres and wheels must be fully covered across their width and must not extend beyond the vehicle's body outline. Securely fastened wheel arch extensions without sharp edges are permitted. Contact between the tyre and the vehicle's body parts must be prevented.

9.5. Non-standard wheels are permitted. Any modification of wheels is prohibited.

9.6. The use of wheel covers/hub caps is prohibited.

9.7. The use of tyres with cut tread patterns is prohibited.

9.8. The tyre speed rating must correspond at minimum to the final speed achievable by the vehicle, and the load rating must correspond to the competition weight of the vehicle.

9.9. Tyres must not have any mechanical damage, exposed cords or bulges.

9.10. The use of retreaded tyres is not permitted.

9.11. When using full slick tyres (e.g. Mickey Thompson "ET Drag") and DOT-marked street slick tyres (e.g. Mickey Thompson "ET Street" etc.), the vehicle must have a driveshaft loop measuring 6 mm x 50 mm x 360 degrees, located no more than 150 mm from the first universal joint. Use of multiple driveshaft loops to prevent the driveshaft from contacting the track is recommended.

10. FIRE SUPPRESSION SYSTEM

10.1. The fire suppression system must be installed in accordance with the manufacturer's instructions.

10.2. All extinguisher containers must have a manufacturer-fitted pressure gauge, which must be clearly visible.

10.3. The fire suppression system must be mechanically activatable.

10.4. The fire suppression system activation cables must be made of metal (plastic and plastic-coated cables are prohibited) and installed in accordance with the manufacturer's recommendations.

10.5. If the fire suppression system activation cable passes through the engine area, it must be routed inside the frame or frame tube.

10.6. Extinguisher containers must bear CE or DOT markings.

10.7. Fire extinguisher(s) must be serviced in accordance with the manufacturer's requirements. If no manufacturer requirements exist, annually.

10.8. Extinguisher containers must be installed in a location where they are protected from flying parts in the event of an explosion or mechanical failure.

10.9. Extinguisher containers must be mounted above the lowest frame/body rail of the vehicle.

10.10. The fire suppression system pipework and nozzles must be made of metal.

10.11. Metal fixings must be used when securing fire suppression system nozzles, and they must be rigidly fixed to prevent movement.

10.12. When using multiple containers, separate distribution pipework and nozzles must be used.

10.13. At least 2 nozzles must be positioned on each side of the engine bay, and one nozzle near the driver at the steering column.

10.14. When the system is activated, the containers must discharge completely.

10.15. If an external activation handle is fitted, it must be marked as shown in Drawing 24 (https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf) of the drawings.

10.16. The extinguisher container safety pin must be marked with a conspicuously coloured ribbon/tape; the safety pin must be removed before entering the burnout area.

11. PRESSURISED CONTAINERS

11.1. All pressurised containers (air, CO2, etc.) used for gear shifting etc. must comply with and bear at minimum a CE or DOT-1800 psi (124 bar) marking.

11.2. All pressurised containers must be firmly secured to the body, above the lowest frame/body rail. Mounting with quick-release clamps, plastic straps or pipe clamps is prohibited. For bottles weighing up to 15 kg, at least two 2.5x25 mm steel straps are required, and for bottles over 15 kg at least three 2.5x25 mm wide steel strap fixings.

11.3. All pressure containers used for pneumatic operations must contain compressed air, nitrogen or CO2. All other substances and materials are prohibited.

Additional Requirements

In case of conflict with the general requirements, the additional requirements and rules take precedence.

1. ADDITIONAL REQUIREMENTS FOR JUNIOR DRAGSTER CLASS VEHICLES

1.1. Junior Dragster additional requirements can be found here: https://autosport.ee/wp-content/uploads/2026/03/Junior-Dragster-tehnilised-reeglid-2026.pdf

2. ADDITIONAL REQUIREMENTS FOR JUNIOR BRACKET CLASS VEHICLES

2.1. Vehicles with a power output of up to 250 kW are permitted.

2.2. Only the fuel specified by the vehicle manufacturer is permitted.

2.3. Only a motorsport helmet is permitted. The homologation may be expired.

2.4. All timers that affect the throttle pedal or gear changes are prohibited.

2.5. Only DOT-marked road-legal radial tyres are permitted. Full slick tyres and road-legal drag radial tyres are prohibited.

3. ADDITIONAL REQUIREMENTS AND RULES FOR PRO ET CLASS VEHICLES

3.1. The size and brand of tyres used are not restricted.
3.2. Alcohol fuels are also permitted. Nitromethane is prohibited.
3.3. All timers that affect the throttle pedal or gear changes are prohibited. The usage of throttle stop and delay box is allowed.
3.4. Only a motorsport helmet is permitted. The homologation may be expired.

4. ADDITIONAL REQUIREMENTS AND RULES FOR STREET AND STREET A CLASS VEHICLES, UP TO 12.90 SECONDS

4.1. Alcohol fuels are also permitted. Nitromethane is prohibited.
4.2. All timers that affect the throttle pedal or gear changes are prohibited. The usage of throttle stop and delay box is allowed.
4.3. Only the standard factory fuel tank is permitted.
4.4. The exhaust system must include at least one noise-attenuating element (e.g. a resonator).
4.5. Only DOT-marked road-legal radial tyres are permitted. Full slick tyres and road-legal drag radial tyres are prohibited.
4.6. Competing with an electric vehicle is permitted provided the vehicle is registered in the Estonian Road Administration traffic register and has a valid technical inspection and insurance.
4.7. Only a motorsport helmet is permitted. The homologation may be expired.

5. ADDITIONAL REQUIREMENTS AND RULES FOR STREET B CLASS VEHICLES, UP TO 11.90 SECONDS

5.1. All Street and Street A class requirements apply.
5.2. Full slick tyres are permitted with no width restriction, but modifying the vehicle's body and wings to accommodate the tyre is prohibited.
5.3. Use of an aftermarket fuel tank is permitted.

6. ADDITIONAL REQUIREMENTS AND RULES FOR SUPER STREET CLASS VEHICLES, UP TO 10.90 SECONDS

6.1. All Street B class requirements apply.
6.2. The size and brand of tyres used are not restricted.
6.3. For tubeless tyres, nut-secured valves are mandatory.
6.4. Only motorsport helmets with SNELL or SFI homologation are permitted. The helmet homologation may be expired.
6.5. Driving gloves complying with FIA 2000 are mandatory.
6.6. The exhaust system may omit a noise-attenuating element.
6.7. On turbocharged vehicles, an X-shaped restrictor or screen in the exhaust system is mandatory, it needs to be located right after the turbocharger.
6.8. For manual gearboxes, the use of a standard flywheel and clutch basket is prohibited. The flywheel and clutch must comply with SFI 1.1, 1.2, 1.3, 1.4 or 1.5.

6.9. The vehicle must have an external circuit cut-off switch (recommended location is the rear of the vehicle), which must disconnect the battery, alternator, lights, ignition and other circuits and stop the engine. The switch must be marked with a blue triangle with a side length of 80 mm.

6.10. The vehicle must have an FIA-compliant roll bar (vt https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf „Drawings“, drawing 12).

6.11. The roll bar must be welded or bolted with metal plates to the vehicle's load-bearing structures (frame, subframe) in accordance with FIA regulations.

6.12. The vehicle must have a driveshaft loop measuring 6 mm x 50 mm x 360 degrees, located no more than 150 mm from the first universal joint. Use of multiple driveshaft loops to prevent the driveshaft from contacting the track is recommended.

6.13. All oil and fuel hoses and pipes must be connected with threaded fittings; use of hose clamp connections is prohibited. Factory press-fitted clamp connections are permitted.

6.14. The use of aluminium wheel nuts and bolts is prohibited (except original factory production). Wheel nuts must not be of the enclosed type (so-called "cap" type). The wheel nut must engage the wheel bolt by at least the bolt diameter. For example, if using a 7/16” (12 mm) diameter bolt, the nut length must be at least 7/16” (12 mm) and the bolt must protrude through the nut.

6.15. The driver's seat must be fitted with a harness complying with SFI 16.1. Use of a dedicated bucket seat with harness slots is recommended.

6.16. Vehicles with a manual gearbox must have a flywheel guard complying with SFI 6.1, 6.2, 6.3 or 9.1. If no suitable commercial product is available, a guard made of minimum 6 mm steel and enclosing the flywheel 360 degrees must be used.

6.17. Factory-condition vehicles with first registration from 2010 onwards, which hold a valid roadworthiness certificate and do not run faster than 10.00 sec. Points 6.9, 6.10, 6.11, 6.12, 6.14, 6.15, 6.16 DO NOT APPLY. Aftermarket exhaust systems, engine air intake systems and ECU remapping ("remap") are permitted. The final decision is made by the technical scrutineer.

7. ADDITIONAL REQUIREMENTS AND RULES FOR STREET SUPERCAR CLASS VEHICLES, UP TO 10.00 SECONDS

7.1. Street-legal supercars first registered from 2018 onwards are permitted to compete (exceptions confirmed by the Sub-Committee), comply with EU requirements, hold a valid inspection certificate and insurance. The manufacturer's top speed must be at least 300 km/h.

7.2. The size and brand of tyres used are not restricted.

7.3. Only motorsport helmets with SNELL or SFI homologation are permitted. The helmet homologation may be expired.

7.4. Driving gloves complying with FIA 2000 are mandatory.

8. ADDITIONAL REQUIREMENTS AND RULES FOR SUPER GAS CLASS VEHICLES, UP TO 9.90 SECONDS

8.1. All Super Street class requirements apply.

8.2. Only bodied cars are permitted.

8.3. On roll-caged body cars, removal and modification of rear body structural components (those behind the firewall) is permitted, i.e. "backhalfing"; and replacement of the original rear suspension with "4-link" and "ladder-bar" type suspension.

8.4. The vehicle's drivetrain layout must remain original.

8.5. A modified full-body vehicle and a convertible-bodied vehicle must have an FIA-compliant roll cage (vt. https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf , „Drawings“, drawing 17). The roll cage must be welded or bolted with metal plates to the vehicle's load-bearing structures (frame, subframe) in accordance with FIA regulations.

8.6. For full-body vehicles whose firewall, floor and body (behind the firewall) are unmodified and which run at 9.900 sec or slower, an FIA-compliant roll bar may be used instead of a roll cage (vt https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf , „Drawings“, drawing 12).

8.7. The roll cage or roll bar must be welded or bolted with metal plates to the vehicle's load-bearing structures (frame, subframe) in accordance with FIA regulations.

8.8. At least 1 functioning brake light must be fitted to the rear panel in a visible location; other lights are not required (applies to events taking place in darkness).

8.9. A fire suppression system is mandatory when using a nitrous system.

8.10. If an aftermarket planetary transmission is used as the gearbox, a gearbox shield complying with SFI 4.1 is mandatory. The shield must be intact and undamaged.

8.11. Vehicles with a locked differential require aftermarket half-shafts and protective retainers (on beam axles). Vehicles weighing more than 907 kg with independent rear suspension lacking both upper and lower control arms must replace the axle with a conventional beam axle. Vehicles with independent rear suspension having both upper and lower control arms may retain the existing axle, but must have a 360-degree 25 mm x 6 mm safety loop around each half-shaft.

8.12. Minimum vehicle weight including driver is 953 kg. For 4-cylinder engines: 544 kg.

8.13. Competing with an electric vehicle is not permitted.

9. ADDITIONAL REQUIREMENTS AND RULES FOR SUPER COMP CLASS VEHICLES, UP TO 8.90 SECONDS

9.1. All Super Gas class requirements apply.

9.2. Permitted vehicle types include "body cars", "dragsters", "altered", "funny car", and "roadster" type vehicles, all of which must comply with all safety requirements according to their time and speed index.

9.3. "Dragster" and "altered" type vehicles' tyres and wheels do not need to be covered and may extend beyond the body outline.

9.4. "Funny car" type vehicles may use open header exhaust.

9.5. Only closed-face motorsport helmets with a valid SNELL or SFI homologation are mandatory. The visor must be closed during the run.

9.6. A dedicated head restraint complying with SFI 3.3 is mandatory.

9.7. Dedicated underwear made of non-flammable material complying with SFI or FIA requirements is mandatory.

9.8. Footwear and gloves complying with SFI 3.3/5 or FIA 8856-2000 are mandatory.

9.9. A driving suit complying with SFI 3.2A/5 is mandatory. For an open-bodied vehicle, a driving suit complying with SFI 3.2A/15 is mandatory.

9.10. Harnesses in use must comply with SFI 16.1 and have a valid homologation. Harnesses are valid for 4 years from the date of manufacture.

9.11. The roll cage must meet at minimum the requirements for 8.50 sec (vt https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf , „Drawings“, drawing 17). A rally cage (FIA 253) may be used, provided a valid cage passport is held.

9.12. For vehicles running 8.50 s to 9.99 s, roll cage certification is recommended. An international certificate is valid for three years. For vehicles running 8.49 s or faster, roll cage certification is mandatory. The certificate is issued by a locally authorised technical inspector.

9.13. In bodied cars, the roll cage must be welded to the vehicle's load-bearing structures (frame, subframe) in accordance with FIA regulations. Bolting is prohibited.

9.14. In bodied cars, the firewall may be replaced entirely with a steel (min 0.6 mm) or aluminium (min 0.8 mm) component.

9.15. All glazing may be replaced with shatter-resistant Perspex/polycarbonate of at least 3 mm thickness.

9.16. All body panels may be replaced with plastic or composite material alternatives.

9.17. A harmonic balancer complying with SFI 18.1 is mandatory (crankshaft damper).

9.18. Only water is permitted as coolant.

9.19. The type of gearbox used is not restricted.

9.20. The size and brand of tyres used are not restricted.

9.21. Use of an SFI-compliant engine diaper is recommended. In addition, an oil catch pan ("valley pan") is required under the engine, extending the full length of the crankshaft centreline.

9.22. Cars with an automatic gearbox have to use flexplates in accordance to SFI 29.1, and the corresponding flexplate protection SFI 30.1.

9.23. If an aftermarket planetary transmission is used as the gearbox, a gearbox shield complying with SFI 4.1 is mandatory. The shield must be intact, undamaged and have a valid homologation.

9.24. Minimum vehicle weight including driver is 613 kg. For 4-cylinder engines: 454 kg.

10. ADDITIONAL REQUIREMENTS AND RULES FOR PRO STREET CLASS VEHICLES, UP TO 7.6 SECONDS

10.1. All Super Comp class requirements apply.

10.2. "Only body cars" (door slammers), backhalved or tube-frame door cars are permitted.

10.3. When using the vehicle's original floor, the roll cage must comply with FIA SFI 25.5 requirements.

10.4. Tube-frame vehicles are permitted, which must comply with SFI 25.1, 25.2, 25.3 or 25.4 rules.

10.5. Drivers of vehicles with an exposed planetary-type gearbox in the cabin must use a driving suit complying with SFI 3.2A/15.

10.6. The competition weight of the vehicle including driver (competition weight) is not restricted.

10.7. Vehicles achieving a final speed of more than 320 km/h must be fitted with a double parachute system.

11. ADDITIONAL REQUIREMENTS AND RULES FOR OUTLAW EXTREME CLASS VEHICLES, UP TO 6.5 SECONDS

11.1. All Pro Street class requirements apply.

11.2. "Backhalved" body cars, tube-frame cars, Dragster and Funny Car type vehicles are permitted.

11.3. Tube-frame vehicles are permitted, which must comply with SFI 25.1, 25.2, 25.3 rules.

11.4. Dragster-type vehicles are permitted, which must comply with SFI 2.1, 2.2, 2.3, 2.4, 2.5 rules.

11.5. Funny car, altered and roadster type vehicles complying with SFI 10.1, 10.2 and 10.5 rules are permitted.

11.6. The use of nitrous oxide is permitted. It may not be used in combination with other types of forced induction.

11.7. A tube-frame car must have the area under the driver's seat covered with steel plate. Likewise, a rear-engine dragster must have the rear of the "funny cage" covered to protect the driver from parts that may become detached from the engine.

11.8. Roll cage openings around the driver (such as door X-bars) must be closed with mesh or plate to prevent the driver's hands/feet from protruding in the event of an accident.

11.9. All vehicles must use a lower engine oil retention device. Use of an SFI specification 7.1 or 7.2 compliant oil retention device is recommended. Instead of a mounted device, a floor plate may be used. The floor plate must extend from frame rail to frame rail, forward of the harmonic balancer and to the rear motor plate, with at least a 51 mm raised edge on all sides. A non-flammable, oil-absorbent mat is required inside the retention device.

11.10. The flywheel and clutch must comply with SFI 1.1, 1.2, 1.3 or 1.4 specification. An SFI 6.2 or 6.3 flywheel shield is mandatory on all supercharged or turbocharged vehicles and all vehicles using nitrous oxide. An SFI 6.2 or 6.3 flywheel shield is mandatory on all vehicles using an SFI 1.2-compliant clutch with more than two discs, or an SFI 1.3 or 1.4-compliant clutch with a maximum of two discs. An SFI 6.2 flywheel shield is mandatory on all vehicles using an SFI 1.3 or 1.4-compliant clutch with more than two discs. Vehicles for which no SFI 6.2 or 6.3 flywheel shield is available may use other available SFI flywheel shields bolted to the engine plate, which in turn is bolted to the engine using all available bolt holes, or use a shield made of 6 mm steel enclosing the clutch housing 360 degrees and extending 25 mm forward and 25 mm rearward of the rotating clutch assembly. The shield must be securely fastened to the frame or chassis; it may be multi-piece.

11.11. On all full-body vehicles from which the original floor has been removed, 360-degree driveshaft loops must be fitted at both ends of the driveshaft, located 152 mm from the driveshaft joints. In addition, the driveshaft must be covered with a 360-degree tube enclosing the front driveshaft joint and extending rearward at least 305 mm. Minimum tube thickness is 1.2 mm chrome-moly or titanium. The driveshaft tube must have at least four attachment points to the chassis, secured with at least 8 mm bolts, at least 6 mm push/pull pins or welded to the chassis. Wheel studs must be min. 16 mm in diameter.

11.12. A gearbox base shield is mandatory on all vehicles using a torque converter (turbine) or automatic transmission. It must extend from frame rail to frame rail and from the engine mounting point to the tail end of the gearbox.

11.13. Additional helmet padding must be installed on a flat base and attached to the roll cage on both sides to restrict lateral movement of the driver's helmet. The padding must be firmly secured using bolts or locking fasteners and must be made of fire-resistant material. The padding must comply with either the FIA standard "Standard for Formula One and Sports Car Headrest Materials" or SFI 45.2. The driver's seat must be covered with fire-resistant upholstery.

11.14. For front-engine vehicles with a supercharged/turbocharged petrol or methanol engine, a fire suppression system of minimum 8.5 kg approved by FIA or SFI is mandatory.

11.15. The helmet removal system (product code SDR 890-01-30) is mandatory and must be installed according to the manufacturer's instructions. Instead of the helmet removal system, a Stand 21 helmet extractor complying with SFI 3.3 or FIA standard 8856-2000 may be used head sock/balaclava. In addition, instead of the helmet removal system, any FIA-approved balaclava may be used that meets FIA standard 8856-2018 and is listed in the technical register as a balaclava that reduces the load transmitted to the driver's neck during helmet removal.

12. ADDITIONAL REQUIREMENTS AND RULES FOR TOP DOORSLAMMER CLASS VEHICLES, UP TO 3.66 SECONDS

12.1. All Outlaw Extreme class requirements apply.

12.2. SFI 25.1H bodied cars are permitted.

12.3. Nitromethane is prohibited; different types of forced induction may not be combined. An external starter is permitted.

12.4. The rear axle must be of automotive type. Vehicles with a time index below 3.90 s or a final speed above 338 km/h must have a full-floater rear axle.

12.5. Wheelbase min 100" and max 125". S-10, Ranger, Dakota max. 125". Full size trucks max 140". Maximum permitted difference between left and right side 2”.

12.6. SFI 5.1 Beadlock type or inner bead seat wheels are mandatory. Max width 16".

12.7. The vehicle must have functioning doors, openable from both inside and outside.

13. ADDITIONAL REQUIREMENTS FOR VEHICLES REACHING A FINAL SPEED OF 217 KM/H OR MORE

13.1. A 3% tolerance applies to the final speed.

13.2. All requirements for vehicles running in Super Gas class or faster apply.

13.3. For vehicles with automatic transmission, an SFI 29.1 compliant flexplate, SFI 30.1 compliant flexplate shield, and SFI 4.1 compliant transmission shield are required.

13.4. A convertible-bodied vehicle must have an FIA-compliant roll cage (vt https://autosport.ee/wp-content/uploads/2026/03/2026-FIA-Drag-Racing-Drawings_Dessins.pdf , „Drawings“, drawing 17). The roll cage must be welded or bolted with metal plates to the vehicle's load-bearing structures (frame, subframe) in accordance with FIA regulations.